AMERICAN RAILROAD JOURNAL.

AMERICAN MAILROAD JOURSALL

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American Railroad Journal

New York Saturday, June 4, 1870.

Indianapolis, Bloomington and Western Railway.

SEVEN PER CENT. GOLD LOAN.

The bonds are in denominations of \$1,000 each, secured by a first mortgage on 205 miles of road, from Indianapolis, the largest city and most important railroad centre in the State of Indiana, to the city of Pekin in Illinois.

One hundred and seventy miles of the line are now in full operation, equipped with new firstclass rolling stock, and already earning much more than the interest on the whole issue of bonds. The balance, thirty-five miles, is being rapidly constructed, is nearly all graded, and under contract to be finished during the present

There are thirty-six depots on the line, located in cities and towns that contain, in the aggregate, a population of 190,000 averaging over 920 to each square mile within a radius of half a mile of

emigrant State road, which was laid out in the sired. best portion of those States before the time of railroads, was then the main line of Western travel. and consequently became more thickly settled than other sections of the West, as the numerous cities, large villages, and products of these counties demonstrate.

Besides the large agricultural productions of this section, the manufacturing interest is very extensive in the large towns, and rapidly increas-

The coal mines at Danville on this line are extensively and profitably worked, and furnish business for over three hundred coal cars at present, and more than twice that number will be required to carry coal on completion of the remaining link.

From the present earnings on 170 miles, it is safe to assume that the local business alone will be ample not only to pay the bonded debt, but large dividends on the stock.

In addition to the population and wealth of the country, and all that is necessary to support a first-class road and make it a profitable investment through local traffic, it forms a grand central trunk line for through business not surpassed by any road of equal length in the West.

At Indianapolis it connects by main lines with the Cities of Columbus, Cleveland, Pittsburg and Cincinnati, and with the Pennsylvania Central, Baltimore and Ohio, Chesapeake and Ohio, and other important railroad lines. At Pekin, the western terminus, connections are made with Peoria, Quincy, Keokuk, Burlington and Omaha, At Bloomington with the Illinois Central Road, which rans northwest 600 miles to Fort Dodge Iowa. A very large business will be done with this line. At Danville it connects by rail with Toledo, on Lake Erie. A map will show all these to be very import connections in making through lines over this route.

The Loan is placed beyond any contingency by

well Counties, in Illinois, on the line of the old at the Farmers's Lean and Trust Company, if des

Coupons payable April and October, free of tax. Total issue \$5,000,000-\$2,000,000 of which are placed in trust with the Farmers' Loan and Trust Company to redeem and cancel \$2,000,000 bonds issued to the Danville, Urbana, Bloomington and Pekin Railroad, now merged into this road making the loan only \$3,000,000, over half of which has been sold in Europe and this market. The balance we offer at 921/4 and accrued interest. At this low price the Bonds being so amply secured, will be quickly marketed.

We have been thoroughly posted in regard to the road from the start, have closely inspected it from time to time during construction, and being familiar with the wealth and resources of the country, the responsibility and integrity of the officers and directors of the Company, and the present earnings of the road, it is with pleasure that we recommend the bonds as one of the cheapest and safest investments in the market. sure of a high standard among the best railroad securities in the country.

All marketable securities received in exchange at market rates. Bonds delivered to all points free of express charges.

TURNER BROTHERS. Bankers, No. 14 Nassau St.

Railroads in the Indian Territory.

The Southern Branch Union Pacific, Kansas and Neosho Valley, Lawrence and Fort Gibson, and Atlantic and Pacific railroad companies recently appeared before Secretary Cox, by Caleb Cushing and other counsel, to argue that they had the right to extend their lines through the Indian Territory. The Secretary has made a careful examination of the argument and of the law and treaties bearing on the subject, and submitted his conclusions to the President, by whom they have been fully and formally approved. It is decided that neither of these four roads has the track; and within twenty miles of the track there is a population of about 600,000.

It passes through the counties of Marion, Hendricks, Montgomery, Fountain, Warren, and Vermillion, in the State of Indiana, and Vermillion, Champaign, De Witt, Platt, McLean, and TazeDepartment when this fulfi!ment shall have taken The President adopted this recommenda tion and will at once issue an order declaring that no railroad company shall be permitted to enter the Indian Territory for the purpose of grading or constructing a railroad until this report has been made to the Secretary and by him approved. Gen. Cox also declares himself in favor of keeping the territory as free as possible from the intrusion of white settlers under any form, and earnestly advises against allowing the building of a trunk road through it from north to south with a branch from Fort Gibson to Fort Smith and a double line from East to West, meeting in the valley of the Canadian river.

Milwankee and St. Paul Railway Co.

This company owns the following lines of railroad : Milwaukee to St. Paul, via Prairie du Chien, 405 miles; Milwaukee to La Crosse, via Watertown, 196 miles; Milwaukee to Portage, via Horicon, 95 miles; Horicon to Berlin and Winneconne, 58 miles; Watertown to Madison, 37 miles; Milton to Monroe, 42 miles; Calmar to Nora Springs, 65 miles; Conover to Decorah, 10 miles; Mendota to Minneapolis, 9 miles-total, 917 miles. On the 1st of January, 1869, the company had 825 miles, showing an increase during the year of 92 miles, viz.: June 1st, 11 miles; August 1st 27 miles; September 1st, 29 miles; and October 1st, 25 miles. The average for the year of the number of miles owned by the company is 858 miles. The following is a comparative statement of earnings and expenses during the years ending December 31, 1868 and 1869:

Earnings: 1868. From freight\$4,266,283	89	\$4.909.525	02
" passengers 1,695,295	72	1,781,134	77
mails, express etc 556,066	10	560,008	89

etc		556,066	10	560,008	89	l
		6,517,645	71	\$7,250,668	68	l
Expense		No A Partie				l
Renairs of	track	\$591,804	31	\$615.595	95	l
46	bridges	51.796		34,189	19	ł
66	fences	4,848		3,902	72	ľ
44	buildings .	81,718		88,901	90	ŀ
46	locomotiv's			252,931	62	I
44	cars	365,390		407,323	45	ı
11	tools, etc	41,085		36,738	19	ı
Manageme	nt and gen-					ı
	60	111,743	06	111,718	70	ì
	gency and	/-				I
	ng	26,952	62	24,662	98	l
	vice	381,901		446,553		I
	s, etc	173,100		212,772		1
	etc	222,263		273,171		ı
	station sup-					ł
		92,530	31	102,810	25	ı
	amed	432,380		566,520	99	I
	ste	53,274		65,328		
	njuries	6,689				
	property	17,914				
	damage of					١
	and baggage		91	6,558	68	1

919,728 50 \$4,033,040 99 \$4,229,882 11 Net earnings.....\$2,484,604 72 \$3,020,786 57

44,686 86

14,297 94

75.467 19

26,839 39

18.282 89

8 272 91

Legal expenses N. Y. office expenses.

Taxes, State and local

Insurance.....

Miscellaneous exp. . .

Car service

Extraordinary exp...

18.053 42

12,118 57

174,300 56

25,851 73

The gross earnings show an increase of \$733,-022 97, the expenses an increase of \$196,841 12, and the net earnings an increase of \$536,181 85, over those of the previous year. The per centage of operating expenses for 1868 was 62 per cent. branch line from Sun Prairie to Madison was completed and opened for traffic, and during the season, a branch line from Conover, on the Iowa and Minand for 1869, 58 per cent. The extraordinary explanation of Decorab, 10 miles was built, year 1869, to Litchfield, about 90 miles.

١	penses included in operating expens	es in 18	69
	were as follows: Renewal of track		
	Renewal of track	270,538	10
į	New bridges	34,104	36
1	New fences	25,354	23
3	New cars	148,809	56
	New tools and machinery	10,546	72
9	United States Government taxes	50,191	29
7	Rebuilding locomotives	17,513	33
K	New tools and machinery United States Government taxes Rebuilding locomotives. Mississippi River Ferry. Stock yard expenses.	120,190	00
	I Stock varu expenses	1.540	01

Total, as above\$684,638 64 During the year 1869, the directors made large expenditures in effecting improvements and in acquiring additional property, not charged in operating expenses, to the amount of \$1,631,533 18, the details of which are as follows:

onstruction	of Sun Prairie extens'n	\$176,628	45
11	St. Paul branch	187,879	02
11	Decorah "	116,999	56
	line around Milw'kee	163,891	05
66	engine house & turn		
tables and	surfacing track, (on new		
		109,319	
urchase of	elevators, (balance paid)	100,000	00
	, (all divisions)	45,757	81
filwaukee d	epot grounds	20,320	94
Inneapolis	***************************************	1,125	00
Ilwaukee s	tock yards	28,197	71
Minneapolis	connection	7,871	37
Winter Bridg	ge, Prairie du Chien	16,872	56
Equipment (12 new engines)	163,813	42
	ses (paid in New York).	7,569	80
Swamp Land	ls, Howard Co., Iowa	3,226	20
Sinking fund	second mortgage bonds,		
(cancelled	this year)	74,000	
	rack	120,000	00
New bridges		34.104	35

Total\$1,631,533 18 These large expenditures were deemed necessary by the directors to give increased permanent

fences

buildings....

locomotives.....

tools and machinery

66

The earnings and expenses by divisions for the year 1869 were as follows:

	Earnings.		Expenses.	
La Crosse division \$	2,331,694	64	\$1,357,103	70
Northern division	718,424	39	388,589	38
Prairie du Chien div. Iowa and Minnesota	2,513,690	70	1,415,915	07
division	1 686 858	95	1 068 274	01

Total\$7,250,668 68 \$4,229,882 11

The stockholders having authorized the same, the directors declared a dividend from the earnings of 1869, payable February 15th, 1870, on the preferred stock of \$7 per share in cash, and \$3 per share in common stock, and on the common stock \$3 per share in cash and \$7 per share in common stock. The dividend so declared inreased the capital stock \$828,900 from February 15th, 1870, and, of course, adds to that extent to the present cost of the railroad and property own-25,851 73 ed by the company, making the present cost \$35,-8,150 71 370,772, or say \$37,800 per mile. 230 53 Having completed the improvements referred to

above, and paid therefor from the earnings of the road for 1869, the policy of the directors in future will be to divide the net earnings in cash to the shareholders.

The Milwaukee and St. Paul Railway Company te not now engaged in the construction of any railroad, and they have no floating debt.

In the month of May last, the extension of the

Much of the grading had been done, previous to our acquiring possession of the road, and the building of this branch was deemed necessary to prevent the diversion of business to points on the Mississippi river.

We also, during the year, built a branch from Mendota to St. Paul, a distance of five and onehalf miles, and erected a bridge across the Mississippi at the latter place, one half the cost of which is borne by the St. Paul and Sioux City

Railroad Company.

We also caused to be built a single track from Schwartzburg, on the Northern Division, to Wauwatosa, on the line of the Prairie du Chien Division, a distance of about 6 miles. This work was rendered necessary to connect the Northern Division with the Union Depot, and to avoid the delay and expense of transferring freight and passengers through Milwaukee.

We also, during the year, on grounds previous-ly purchased for that purpose, erected the necessary structures for the receiving and caring for of live stock received and shipped over the road.

At the time we took possession of the Prairie du Chien Railroad, we found a contract in exist-ence with John Lawler, by which, for the period of fifteen years, from August, 1863, he had the exclusive right of transferring all freight across the Mississippi River, between Prairie du Chien and McGregor. By a satisfactory arrangement with Mr. Lawler, this contract was terminated on the 31st of December last, and since that time this service has been performed by the company.

NEW CONNECTIONS.

We have received from the McGregor and Missouri River Railway Company, previously known as the McGregor and Sioux City Railway, under our contract with them during the past year, about 65 miles of railroad, viz: from Calmar to Nora Springs, and expect to receive from them during the year 1870, the road from the latter place to Algona, about 63 miles.

It is not the intention of this company to accept or receive from the McGregor Company, any further portion of their line, beyond that already mentioned, unless it shall appear that the busi-ness of the adjacent country will fully justify its

25,354 28

60,426 10

8.819 92

148,809 56

10,546 71

The West Wisconsin Railway Company have extended their road from Tomah to Augusta, about 66 miles. We continue to operate the road under a lease, determinable at the will of either party. The road, it is believed, will be extended to Eau Claire, 25 miles, during the present year.

The Cedar Falls and Minnesota Railroad has

been built from a point on the Dubuque and Sioux City Railroad, to the Minnesota State line, about 75 miles, where it connects, by the Minnesota Central Railroad at Austin, 12 miles, with the line of this company, thus opening to us the interior of Iowa, to which we will carry large amounts of lumber and receive by the return cars, coal and the products of the country.

The Southern Minnesota Railroad Company have built, during the past year, about 40 miles of road, commencing near Austin, on our line of road, and running westerly. They propose to continue the construction in the same direction and complete about 70 miles during the coming

The Hastings and Dakota Railroad now extends westerly from Hastings, about 30 miles, crossing our line at Farmington. During the past year, 12 miles were built, and the company expects to each the Minnesota River, about 20 miles further,

during the year 1870.

The St. Paul and Sioux City Railroad Comoany, formerly known as the Minnesota Valley Railroad, is understood to have been leased to the Lake Superior and Mississippi River Railroad Company. The latter company constructed about 95 miles of their line during the past year, and expect to complete the remaining portion, about 55 miles, within the coming season. The St. Paul and Pacific Railread was extend-

ed northwesterly from Minneapolis, during the

being rapidly extended to Breckenridge, on the Red River of the North, a distance of about 180 miles from Minneapolis. The company are also extending their branch line from Sauk Rapids to Crow Wing, about 50 miles, which they expect to complete within the year 1870. From the latter point they propose to extend the line to the Winnepeg District, about 300 miles.

The Northern Pacific Northern will extend, when completed, from Lake Superior to the Pacific Ocean. It is understood that this company has secured the means, and propose, during the coming year, to build about 200 miles, which will carry them to the west boundary of Minneso-ta. It is also reported that the company have reasonable prospects for securing the entire sum necessary to complete the road to the Pacific Ocean. It is unnecessary to speak of the additional value which the completion of this great

line will have upon your property.

The St. Paul and Chicago Railroad Company are engaged in building their road from St. Paul southerly along the west bank of the Mississippi River. They built, in 1869, from St. Paul to Hastings, 20 miles, and expect during the present year, to extend the line from Hastings to Red Wing, about 20 miles, and from Winona to Minnieska, about 12 miles.

The Western Union Railroad extends from Ra cine to Port Byron, on the Mississippi River, 182 miles, and by connecting lines, is in connection with the cities of Rock Island and Davenport, and at Fulton intersects the Chicago and North Western Railroad. In the month of September next, it will be connected with this road by a branch from Elkhorn to Eagle, a distance of about 16 miles. This connection will open for the traffic of this company, the business of many thriving cities and villages in Wisconsin and Illinois, and the richest coal and grain growing districts in the latter State. In connection with our road it furnishes the shortest and most direct route to Fulton and Rock Island for the western and northern parts of Wisconsin. It will bring to us the transportation of corn, coal and other products of that section of the country, but little of which has ever passed over the line of our road.

It will be seen that about 1,000 additional miles of road will probably be brought into use, connected with our lines, during the year 1870, from all of which we may reasonably expect a large and profitable business.

The stockholders pursuant to a Law of the State of Wisconsin, at their annual meeting in June, 1869, divided their Directors into three s, to hold their offices respectively for one, two and three years.

The company own 145 locomotives, 71 firstclass and 10 second class passenger cars, 9 sleeping, 54 baggage, mail and express, 2,273 box freight, and 480 flat and stock cars.

The number of miles run by passenger trains was 946,786; by freight trains, 2,063,899; by wood and gravel trains, 377,874-total miles run, 3,388,559; of which 1,374,406 were run on the La Crosse and Northern divisions; 1,195,779, on the Prairie du Chien division; and 818,374 on the Iowa and Minnesota division.

Number of tons of freight carried eastward, 941,354; do., westward, 403,004-total, 1,344,358; of which 539,500 tons were carried on the La Crosse and Northern divisions; 500,757 on the Prairie du Chien division; and 304,101 on the iron. Every sheet of this metal made by this firm Iowa and Minnesota division. Number of tons is guaranteed to stand the "water test," i. e., first carried one mile eastward, 117,012,497; do., westward, 40,737,357-total, 157,749,854. Rate per ton per mile, 3.10 cents. Earnings per mile run,

Number of passengers carried eastward, 374,-532; do., westward, 436,371—total, 810,903; of now using homogeneous plates for fire boxes, which 348,951 were carried on the La Crosse and the great majority of railway companies, making Northern divisions; 292,990, on the Prairie du their own rolling stock, use them in preserence to cumstances may determine.

Chien division; and 168,962 on the Iowa and Minnesota division. Number of passengers carried one mile eastward, 19,048,090; do., westward, 26,360,310-total, 45,408,400. Rate per passenger per mile, 3.89 cents. Earnings per mile run,

The expenses per mile run, including all expenditures, were \$1.40. Per centage of expenses to earnings, 58 per cent. Gross earnings per mile of road, \$8,450.66; Net, do., \$3,520 73.

GENERAL ACCOUNT DEC. 31, 1869.

0000 01 1044	\$10,010,000	20
Stock of material on hand	323,072	21
U. S. post office department	27,160	05
Balance due from agents and other		
companies	249,489	58
Miscellaneous account	28,710	57
City of Hastings bonds	14,000	00
Interest paid on bonds due January		
1, 1970	11,829	82
Cash on hand	963,984	
	\$37,137,084	45
Capital stock, preferred	\$9,744,268	00
" common	7,665,104	
First mort. 7 per cent. bonds	5,487,000	
" 8 p. c. E. Div. (Palmer)	793,000	
" 7 p.c. Iowa & Minn, Div.		
" 7 p. c. Minn. Cent. R. W.	208,000	
" 8 p. c. P. du C. Div	3.672,000	
Second mort. 7 3.10 p.c. P.du C.Div.		
" 7 per cent. bonds	1,316,000	
Income 7 per cent, bonds	20,000	
Milwaukee City 7 per cent. bonds.	234,000	
Mil. and Western 7 per cent. bonds		
Real estate purchase money 7 p. c.		00
Incumbrances assumed	48,341	00
Unpaid pay rolls and bills	391,733	
Due other railways, freight and		02
ticket accounts	81,941	49
Dividend No. 9 P. du C. Division	4,132	
Distance A ST. A	0.101	50

\$37,137,084 45

3,181 50

108,526 23

President .- ALEX. MITCHELL.

Dividend No. 4....

Coupon account....

Vice President .- RUSSELL SAGE.

Directors .- Alex. Mitchell, Russell Sage, Fred. P. James, N. A. Cowdrey, Walter S. Gurnee, Selah Chamberlain, S. S. Merrill, Julius Wadsworth, James Buell, James G. Garner, Levi P. Morton, Joseph M. Bokee.

Income account..... 1,983,356 29

Gen'l Manager .- S. S. MERRILL. Sec. and Trea .- R. D. JENNINGS. Auditor .- J. P. WHALING.

Homogeneous Steel Fire-Box Plates.

The use of American-made Homogeneous Cast Steel Plates for Fire-Boxes is fast becoming universal. The Baldwin Locomotive Works commenced the use of these plates, manufactured by Messrs, Hussey, Wells & Co., of Pittsburg, in 1861, and after four years' trial in competition with English steel plates, adopted the American article as the best known material for fire-boxes, and to this time have continued its use. They find the metal perfectly homogeneous, flanging with less trouble or risk of fracture than the best heated to cherry red, then cooled by water, and then turned or doubled over short and hammered down without breaking. The metal is very tough and wears well, no matter what fuel is used, anthracite or bituminous coal or wood. All the more prominent locomotive manufacturers are

any other material. Messrs. HUSSEY, WELLS Co. are now filling large orders for the Hinkley & Williams Works, the Rhode Island Works, the Baldwin Works, the William Mason Works, besides others for many prominent railways through-out the country. This has grown up to a very large business, and the manufacturers, by a con-scientious determination to keep up the standard of production so as to withstand the hardest tests, have secured the entire confidence of consumers in the value of these plates. While speaking of the productions of Messrs. Hussey, Wells & Co., proper to call attention to another branch which they make a specialty of, the making of steel for chisels and flatters. This steel is made of different sizes to suit, and is labelled and mark-"Railroad Track Steel." Tools made of this steel stand the hardest of tests without failure. On many roads and in many shops where the higher qualities of foreign steel were formerly used for this purpose, nothing is now used but Messrs. Hussey, Wells & Co.'s steel, and their production of this article has grown to an immense magnitude, as their orders from the New England States alone will show .- Am. Railway Times,

Glynn's Anti-Incrustator for Steam Boilers. We invite attention to the Advertisement of C. D. FREDRICKS, one of the proprietors, and agent for the sale of "Glynn's Preparation for Cleaning and Preserving Steam Boilers," 587 Broadway, N. Y. Many preparations have been invented during the past few years, and used, for the purpose of removing incrustations in steam boilers; but, up to this day, nothing has been obtained to produce the desired effect. Many of the preparations hitherto offered to the public in the shape of liquids and powders, although they clean the boilers by causing the precipitation of carbonates and other substances contained in the water, contain ingredients which generally attack the iron and other metals, and consequently hasten the destruction of the boilers; and the harm and expense occasioned by their use are greater than the benefit derived from them. It is claimed for this preparation that it is free from all acids, and that its use in boilers, run with fresh as well as salt water, will not only remove, but prevent incrustations, without the least injury to iron or other metals. We have before us a circular in which is clearly stated the cause and effects of incrustations in steam boilers, and the great benefits to be derived from the use of this preparation in the removal and prevention of the same—the latter being substantiated by a number of testimonials from reliable parties who have it in use. Address C. D. FREDRICKS, 587 Broadway, N. Y.

The following gentlemen have been elected directors of the Baltimore, Carrolton and Powhatan Passenger R. R. Co.: Jesse Lazear, Wm. P. Webb, Louis Turner, Joshua Zimmerman, E. G. Alery, Carey McClellan and John D. Hammond. The officers are: President, James A. Garey; Secretary, E. D. Freeman; Treasurer, Chas. Shipley. There has been a sufficient amount of funds raised to insure the building of the road, and the work upon it will be begun at an early date.

A corps of engineers is now engaged in surveying and locating a route for the extension of the Shenandoah Valley railroad from Charlestown to Shepherdstown, a distance of ten miles. The survey is to be extended to Hagerstown, at which place the road will connect with the Cumberland Valley or the Reading railroad, as cir-

Pacific Mail Steamship Company. OFFICE OF PACIFIC MAIL STEAMSHIP Co., NEW YORK, May 26, 1870.

A special meeting of the Board of Directors was held at the Company's office Thursday, May 26, 1870, at 1 o'clock P. M.

The Special Committee of the Board of Directors, appointed for the purpose, submitted the following:

To the Board of Directors :

The undersigned Committee appointed by the Board of Directors, to prepare a statement upon the affairs of the company, beg leave respectfully to submit the following, showing the company's assets and liabilities, viz:

ASSETS. Cash on hand and call loans \$313.420 92

Time loans			262,599	06
Investments:				
\$200,000 U. S. 5-20s				
\$250,000 U. S. 10-40s	\$223,237	50		
27,149 shares P. M. S.	274,750	00		
8. stock	2,714,900	00		
3,063 shares Panama				
R. stock, at \$150	459,450	00	0.070.000	**
Cash in hands of agents			3,672,337 90,785	52
Coal 63,050 tons Outfits and supplies			1,221,560 297,444	
Continue Continue				

Outfits and supplies, .	*** **** **		297,444	97
Real estate:				
San Francisco, includi	ing wharf	and		
franchise		51		
Warehouses, San Fran-				
ciso	127,530	78		
1,668 shares F. F. Dry	7			
Dock		99		
Benicia	26,324	50		
Oregon		75		
San Diego		00		
Hong Kong, with				
wharf, godowns,&c		76		
Yokohama, with go-				
downs & coal sheds		97		
Hiogo	991	34		
Taboga Water Works				
&c		00		
Islands (Bay of Pana				
ma)		00		
Aspinwall Iron wharf				
house, warehouses				
&c		94		
Canal street wharf				
Spring street wharf.				
aprile and the state of		_	1,874,252	54
			-,0.2,202	-

Steamers:			
Colorado	\$750,000	00	
Sacramento	600,000	00	
Constitution	600,000	00	
Henry Chauncey	600,000	00	
Arizons	600,000	00	
Rising Star	600,000	00	
Montana	600,000	00	
New York	500,000	00	
Costa Rica	400,000	00	
Ocean Queen	380,000	00	
Golden Age	800,000	00	
St. Louis	75,000	00	
Northern Light	75,000	00	
Ariel	75,000	00	
Clara Clarita	30,000	00	
Sonora	20,000	00	
Taboga	15,000	00	
America	1,017,942	22	
Great Republic	1,058,284		
Japan	1,049,434	72	
China	1,006,282	12	
Alaska	964,138	39	
Oregonian	500,000		
Ancon	. 167,502	13	
		_	11,5

Lighters....

Steamers:

Ocean Queen and Rising Star voy-	
ages not yet completed	
Unsettled accounts with connecting	
steamship companies, &c	
Balance to debit of profit and loss.	

26,618 93 212,238 55

Total \$20,096,245 26 LIABILITIES.

Capital stock	20,000,000	00
pursers	84,711	
Freights on coal in transitu	10,782	
Freight insurance account	750	77

Total....\$20,096,245 26

The steamers have been well kept up by repairs as needed, the same being charged to current expenses; they are valued below their original cost and the same as at the date of the last statement presented to you, May, 1869, when they were all, either in actual service or reserve, profitably employed.

The steamers are now employed as follows: The Alaska, Henry Chauncey and Arizona are running twice a month between New York and

Aspinwall, two being in commission and one in reserve.

The Constitution, Colorado, Sacramento and Mon-tana, three in commission and one in reserve, twice a month, between Panama and San Fran-

The Great Republic, China, Japan and America, three in commission and one in reserve, once a month, between San Francisco and Hong Kong.

The Costa Rica, New York, Oregonian, Golden Age and Ariel, four in commission and one in reserve, four times a month, between Yokohama and Shanghai.

The St. Louis, as for several years past, is sta

tioned at Panama as a spare ship.

The Ocean Queen and Rising Star, thrown out of employment by the reduction of the Aspinwall line, have been placed temporarily in the European trade.

The Northern Light is worth to the company only what she will break up for.

The Ancon and Taboga are used as tugs in the

Bay of Panama. The Golden City was totally lost Feb. 22. has been written off the books. The amount at which she was valued, \$650,000 has been carried to the debit of profit and loss.

INVESTMENTS.

The 3,063 shares of Panama Railroad Company's stock is valued on the books at \$459,450, being at the rate of \$150 per share.

The 27,159 shares of its own stock, owned by the company, stand on the books at par, being

also a liability for the same amount.

The loans and securities are perfectly good All our other property (such as real estate, warehouses, wharves, &c.,) is in good condition.

The property in Japan and China is admirably

adapted to our business, present and prospective, and fully worth the valuation given; so likewise that at San Francisco, which includes a commodious wharf of 700 feet in length, with a valuable exclusive State franchise for about twenty-four years; three large bonded warehouses, from which income is derived; also 1,668 shares of the San Francisco Dry Dock, from which dividends are re-

The coal on hand, 63,050 tons, stands at les than cost.

The Committee find that at this time last year, the date of the last published statement, the company was employing four steamers per month on the route between New York and San Francisco, via the Panama Isthmus, and earning and paying to the stockholders therefrom a reasonable return on the capital invested. This service has been reduced to two steamers per month, and has

ceased, for the time being, to be profitable.

The falling off in the Panama business has been 101,799 83 mainly caused by general commercial depression,

and by the construction of the Pacific Railroads; on the other hand, it is a reasonable expectation, to indulge that the China branch of the service will be greatly benefited by the operations of the same railway route, in encouraging immigration supplying markets, developing and stimulating production, and providing by rail the means of transit. The business of the China line, including the Shanghai branch, has continued to improve, meeting every reasonable expectation, and is now earning a return over and above a moderate allowance for depreciation and insurance.

Under a Government mail contract for ten years, with a subsidy of \$500,000 a year, the first steamer was dispatched from San Francisco for Hong Kong on the 1st January, 1867. From that date till September, departures were made once in three months, thence twice in three months, or six-weekly, till June, 1868, when we began the full monthly service, which has since been regu-

larly maintained.

Each increase of the service, though that of the main line has been trebled, and that of the Shanghai branch augmented six fold, has resulted, after a short time, in an increase of the average business done, and in improved rates, while the average expenses have been reduced. We think the time has arrived when the trade demands a semimonthly line across tha Pacific, and the company is now seeking the assistance of the Government to enable it to provide such increased facilities. Should our efforts prove successful we shall be able to utilize on that route some of our steamers not otherwise employed; future events will have to determine how many steamers can be thus provided for, as well as to the disposition of any others which may become unemployed.

All of which is respectfully submitted by your

Committee.

A. A. LOW, Chairman, WILLIAM DENNISTOUN, ALLAN McLANE, President, Committee.

Whereupon, on motion—The statement of the Committee was unanimously received and adopted by the Board, and ordered to be published for the benefit of the stockholders. Attest, THEODORE T. JOHNSON, Secretary.

Strength of Iron and Steel.

The paper read at the Institution of Civil Engineers, London, on 3d May, was "On the Strength of Iron and Steel, and on the Design of parts of Structures which consist of those Materials," by Mr. George Berkley, M. Inst. C.E.

The author stated that the strength of wrought-

iron varied with the quantities of work involved in the production of the form of the material tested. This was proved by the fact that a bar of iron 1in. square which would break with a strain of 26 tons, would, if drawn down to the form of wire 1-32d of an inch in diameter, bear a strain of 40 tons per square inch. The strength to be relied on in practice would probably be best represented by the minimum strain that one square inch would bear without rupture, and by the amount of stretch which would take place in a given length before it broke. Iron could be obtained, at the market rates, which would bear the follow ing strains:-For plates, an average breaking strain of 20 tons per square inch, and a minimum breaking strain of 19 tons per square inch, and an average stretch of 1 inch in 12 inches lineal. For L and T irons an average breaking strain of 22 tons per square inch, and a minimum breaking strain of 21 tons per square inch, and an average stretch of 14 in. in 12 in. lineal. For rivet iron an average breaking strain of 18 tons per circular inch. For bars intended for chains, couplings, &c., an average breaking strain of 22 tons per square inch, and an average stretch of 11in. in 12in. lineal. For ordinary classes of work, let at competitive prices, stronger iron could only be obtained with difficulty.

In the consideration of the practical limit of strain to which one square inch of wrought-iron could with safety be subjected, and the principle on which such a limitation rested, the erroneous

impression as to the degree of strain being 10 equal strength in all its parts. The proportions tons or 12 tons per square inch which first pro- of these links were as follows: tons or 12 tons per square inch which first produced "permanent set," was pointed out; as well as the apparent discrepancy between the results of ordinary observation and of minutely manipulated experiments, such as those of Sir Wm. Fairbairn and Mr. E. Clark, was noticed, wherein permanent set had been observed after 3 tons per square inch had been imposed on the iron, and was explained by the difficulty of regis-tering such small amounts of set as 0.1,250th part of an inch in 5ft., which resulted from a strain of 10 tons per square inch.

Attention was drawn to the fact that, upon the application to 1 square inch of wrought-iron of strains exceeding about 12 tons, the measure of stretch per unit of strain, which had previously increased in a certain proportion to the units of strain applied, increased with a greater and pro-gressive rapidity. It was also noted that the amount of stretch actually produced by the imposition of a strain of about 12 tons per square inch would be sufficient frequently to preclude the use of wrought-iron so strained,

In illustration of the effect of the repetition of strains on iron and steel, it was stated that with blows powerful enough to bend bars of cast-iron through one-half of their ultimate deflection (that was to say, the deflection which corresponded to their fracture by dead pressure) no bar was able to stand 4,000 of such blows in succession. And also, that when the bar was thrown into a violent tremor, then "when the depressions were equal to one half of the ultimate deflection, the bars were broken by less than 900 depressions." A piece of rail, weighing 68lbs. per yard, made of Bessemer metal, which when placed in firm bearings 3ft. apart, bore one blow from a weight of one ton falling through 30 ft. without breaking, though bending about 7in., broke with a weight of 3½cwt. falling 15,400 times through heights increasing from 1ft. to 10ft. by increments of 6in. each time With wrought-iron, it appeared from an experi-ment of Sir Wm. Fairbain, that when it was de-sired to repeat the application of strains from two to three million times it would not be prudent that such strains should exceed 7 tons per square inch of section.

It appeared from these considerations, that the practical strength of wrought-iron, in structures of a permanent character, could not be estimated at more than 12 tons per square inch, when such an amount of strain was repeated more than a small number of times; and that it should not be calculated as exceeding 7 tons per square inch when strains of this amount would be applied to it many times daily. In some of the principal suspension road bridges it was said that a maximum of about 9 tons per square inch of section in tension was imposed on extraordinary occasions, while railway bridges were frequently subjected to the maximum calculated strain, a limit of 5 tons being in this country generally adopted. From this practice it was assumed that a margin, for errors of design and for other practical defects, of only 25 per cent. was allowed in permanent structures. The importance of sound principles of design was therefore manifest. The parts most difficult to design were the connections of portions of the structure with rivetted joints. It was desirable that the area of the section of the rivets to be sheared, as well as of the plates forming these connections, should be somewhat in excess of the sectional area of the plates or bars which they connected; and that as the process of punching the rivet holes in the plates, &c., had a tendency to weaken them in a greater proportion than that in which the area was decreased, it was advantageous to drill all rivet holes in parts exposed to tension. It was represented that the general principles of design were well illustrated by a joint made of a single pin, such as that used in suspension bridges, Warren girders, &c. Examples of various forms of links were presented for consideration, and a form of link of equal as follows:

The strength per square inch of section was have been proved by experiment to be of about represented in girder No. 1 by—

The bar	being	100 75
The depth of head beyond pin C	=	100
The two sides of the pinhole DD	=	125
And the radius of the curve of neck. R	=	150

Lines of these proportions, with larger pins and narrower sides—Nos. 7 and 7a—and larger pins and sides of the same width—Nos. 8 and 8a made of iron of exactly the same strength, and links of proportions precisely similar to those adopted for the Menai, Nos. 9 and 9a, the Pesth, Nos. 10 and 10a; the Chelsea, Nos. 11 and 11a; and the Hungerford, Nos. 12 and 12a, were com pared. Taking the strength of the standard form 22.125 tons per square inch of bar area, as=100 the per centage of gain or loss in power of re-sistance to ultimate strain by the use of the other forms of links as follows:

6	and $6A = 100$		
7	" $7A = 79.9$;	loss = 21.1	per cen
8	" $8A = 104.7$;	gain = 4.7	- 11
9	" $9A = 92.0$;	loss = 8.	14
10	" 10A = 79.8:	"=21.2	68
11	" $11_A = 89.2$;	"=10.8	**
12	" $11A = 89.2$; " $12A = 85.4$;	$^{"}=14.6$	**

The necessity for strengthening the heads of links, and for testing all of them with a strain equal to at least 10 tons per square inch of bar. was proved, it was believed, by the experiment quoted, and by the evidence of Mr. Provis in his work on the Menai Bridge. It was urged that an examination of the diagrams would show that some links failed with a less degree of stress, on account of the junction of the mass of the head with a comparatively smaller section of bar, by means of a curve of too short radius. This im perfect principle of construction also operated in causing fracture across the centre of the heads on both sides of the pinhole; and in such designs the question of the direction of the strain being truly along the axis of the link or bar, and of the strength of the material on both sides of the head being equal, should be considered.

The author next directed attention to the unsatisfactory state of the knowledge of the profession respecting the power of strats of various proportions and forms to resist compression, and stated his belief that the formulæ which had been proposed to facilitate calculations for determining the strain which such columns would bear, produced results which neither agreed one with the other, nor with any series of such experiments as had been tried. It seemed probable that for the present, error might be best avoided by referring to the results of experiments made upon columns, &c., the condition of which were analogous to the case under consideration.

With respect to cast-iron, it was stated that a mixture of irons for sleepers had produced bars 2in. by 1in. in section, which, when placed on bearings 3 ft. apart, had on the average of 1,151 experiments during the last three years borne 33.4 cwt. placed on the centre, and castings, 11 in. in length and exactly lin. square, which on the average of 1,002 experiments had borne 13.07 tons of tensile strain. An attention to the amount of deflection of the test-bars had been beneficial. the average strain required to break the sleepers having been raised since the amount of deflection of the bars with a given weight had been increased. For the purpose of ascertaining the comparative strength of precisely similar girders cast with iron of varying degrees of strength, as represented by the ordinary test-bars, and when subjected to a direct tensile strain, the experi-ments detailed in the Appendix (Table No. 7), were tried, the girders being cast of the exact form and dimensions of three of those described in Sir Wm. Fairbairn's "Researches on the Ap-plication of Iron to Buildings." The results were

THE TOTAL AND THE	lbs,
Mr. Fairbairn's experiments	as=3.214
The first series of special exp	perimentsas=4.977
The second series of "	" as=4,977
In girder No. 2 by-	
Mr. Fairbairn's experiments.	as=8.846
The first series of special ex	periments as = 5.264
The second series of "	" as=5,308
In girder No. 3 by-	
Mr. Fairbairn's experiments	as=4.075
The first series of special ex-	periments as -4 988
The second series of "	" 28-6 200

The strength of the test bars and the tensile strength of the iron used by Sir Wm. Fairbairn were not stated; but it might be assumed to be equal to about 25 cwt. placed on the centre of the bars, between bearings 3ft. apart, and to a tensile strength of about 7 or 8 tons per square The strength of the iron employed in the special experiment was represented by a weight supported by the test-bars varying from 30 cwt. to 38 cwt., and by a tensile strength varying from 10.25 tons to 13.94 tons.

In order to secure these results, the following conditions were represented as important, and should be considered in the design and execution of cast-iron work;—1st, The strong iron referred to was obtained by the mixture in the furnace of four or five brands, some being harder than others. In order to amalgamate, as far as possible, these different qualities of iron, the furnace should be charged with them mixed in proper proportions in every basketful of metal which was emptied into it. 2d, There would be a difference of about 16 per cent, between the weight that a 2in. by 1in, test-bar would support when cast on edge and proved as cast, and that which it would support when proved with the under-side as cast placed at the top as proved; and a difference of about 8 per cent, between the weight the same test-bar would support if cast on its side or end, and proved on edge. This difference it would be necessary to take into consideration in estimating the strength of a large casting made from the metal as that used in the test-bars. Another, and probably the most important practical consideration, in respect of the strength of castings, was the proportions of their several parts being such as would free them as much as possible from unequal contraction in cooling. It was not often practicable to effect that which would avoid this -viz., to adopt an equal thickness of metal in all parts of the casting; and it was therefore important that some means should be taken to prevent

the castings from cooling too quickly. The author drew attention to the experiments which had lately been tried with steel-more especially Bessemer steel-which experiments he considered justified the adoption of the following conclusions:—1st, That Bessemer steel would bear before rupture a minimum tensile strain of 33 tons per square inch of section and stretch about 1in. in 12in. of its length. 2d, That the same material would bear either in tension or in compression a minimum stress of 17 tons before the extensions or reductions of length per unit of strain became irregular or excessive, as compared with those which had preceded them,—in other words, before the yielding point of the material was reached. 3d, That this material would probably contain about 45 per cent. of carbon chemically combined with the iron. And 4th, That this description of steel, if properly made and annealed, was as uniform in quality as wroughtiron, and therefore might be employed (precau-tions being taken to test its quality as a substitute for wrought iron), while allowing an increase of strain of 50 per cent. to be imposed upon it.

The Winchester and Strasburg railroad has been completed to a junction with the Manassas railroad. The distance from Baltimore to Harrisonburg by this route is 180 miles.

The Decatur and East St. Louis railroad is finished from Decatur to Palmer, 37 miles,

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

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sumford Control 19 (19 10 10 10 10 10 10 10 10 10 10 10 10 10	Marked thus (*) are leased out-	Dividend Dividen	Marked thus (*) are leased roads.	out- Div	vidend Dividend	Marked thus (*) are leased roads.	out- Dividend	Last Dividend Payable.
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hieago and Alton — 100 [544,80] M. & S. Mar." 08 m's Let prof 100 [505,104] Feb. 1870 33 & 78 Union CPhila. 100 174,000 [100] A. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar. 100 18080, Burtl. & Called M. & S. Mar. 100 18080, Burtl. & Called M. & S. Mar. 100 18080, Burtl. & Called M. & S. Mar. 100 18080, Burtl. & Called M. & S. Mar. 100 18090, Burtl. & Called M. & S	entral of New Jersey 100 15,000,00	0 J. & J. Jan. 69 2	Michigan Central	1,250,000 J.	& J. Jan. '70 5	Tol., Peoria and Warsaw 100	2,700,000	The second second
hieago and Alton — 100 [544,80] M. & S. Mar." 08 m's Let prof 100 [505,104] Feb. 1870 33 & 78 Union CPhila. 100 174,000 [100] A. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar. 100 18080, Burtl. & Called M. & S. Mar. 100 18080, Burtl. & Called M. & S. Mar. 100 18080, Burtl. & Called M. & S. Mar. 100 18080, Burtl. & Called M. & S. Mar. 100 18090, Burtl. & Called M. & S	Do. pref100 400,00	0 J. & D. Dec. '69	Middlesex (Boston)100	400,000 A.	& O. Apl. '70 3	" " (W.D. pref.100	1,300,000 anuary,	1870,11.4
hieago and Alton — 100 [544,80] M. & S. Mar." 08 m's Let prof 100 [505,104] Feb. 1870 33 & 78 Union CPhila. 100 174,000 [100] A. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar." 100 18080, Burtl. & Called M. & S. Mar. 100 18080, Burtl. & Called M. & S. Mar. 100 18080, Burtl. & Called M. & S. Mar. 100 18080, Burtl. & Called M. & S. Mar. 100 18080, Burtl. & Called M. & S. Mar. 100 18090, Burtl. & Called M. & S	en. Park, N. & E. River.100 970,00	0 J.A.J&O Jan. '70	Millville and Glassboro'100	323,375 J. 405,020 F	& J. Jan. '70 5	Tol., Wabash and West100	5,700,000	
Integro 10 242,500 M. C. S. Mar. 70 S. Ma	heshire, preferred100 2,017,82	5 J. & J. Jan. '70	Milw. & Prairie du Chien, 100			Troy and Boston 100		
Montgomery & W. Pont. 100 1,500,162 J. & D. Dec. '05 Montgomery & W. Pont. 100 1,450,162 J. & D. Dec. '05 Montgomery & W. Pont. 100 1,450,000 J. & J. J. J. J. J. J. J.	hicago and Alton	0 M. & S. Mar. 70	Milw. & St. Paul100	7.665.104 Feb	b. 1870 #3 & 78	Union Transport'n (Bos) 100	274,400 J. & D.	Jun'67 8
Montgomery & W. Pont. 100 1,500,162 J. & D. Dec. '05 Montgomery & W. Pont. 100 1,450,162 J. & D. Dec. '05 Montgomery & W. Pont. 100 1,450,000 J. & J. J. J. J. J. J. J.	hicago, Burl. & Quincy - 50 13,825,02	5 M. & S. Mar.'70	M Hill & Schnelle Home	9,744,263 Feb	b. 1870 \$7 & 3s	Union (Phila.) 60	291,475 J. @ J.	Jan.'70 8
1. 1. 1. 1. 1. 1. 1. 1.	hicago and Milwaukee -100 2,227,00	0 Jan. 10	Mobile and Ohio100	3,762,400	& J. Jan. 70 4	Vermont and Canada*100	2,500,000 J. & D.	Jan. '70 4
1. 1. 1. 1. 1. 1. 1. 1.	hicago & N. Western 100 14,590,10	J. & D. Dec. 69	Montgomery & W. Point_100	1,644,104 J.	& D. Dec. '67 4	Vermont Central	5,000,000	
1. 1. 1. 1. 1. 1. 1. 1.	hicago, R. I. & Pacific 100 14,000,00	0 A. & O. Apl'70 3	Mt. Carbon & Pt. Carbon* 50	282,350 J.	& J. Jan. '70 5	Vicksburg and Meridian100	357,408	Jan.'70 0
1. 1. 1. 1. 1. 1. 1. 1.	in, Ham. & Dayton 100 3,500,00	J'n & Tily Jan '68#	Nashville & Chattangoga 100	720,000 M.	& N. May '70 5	Virginia and Tennessee 100	3,353,679	
1. 1. 1. 1. 1. 1. 1. 1.	# Street	J. & J. Jan. 638	Naugatuck100	1,486,600 F.	& A. Feb. '70 5	Western Union100	2,707,693	
New York & New Haven 100 1,823,500 1,833,350 1,8	in., Sand. & Clev. pret 50 393,073	M. & N. Nov. 69	New Haven & N. London 100	500,000 J.	& J. Jan. '70 4	West Philadelphia	1.209,000 F. & A.	Feb. 70 t
New York & New Haven 100 1,823,500 1,833,350 1,8	ev., Col., Cin. & Ind. 100 10,450,000	0 F. & A. Feb. '703	N. Haven & Northampton, 100	1,344,000 J	& J. Jan. '68 S	Wilm. and Weldon100	1,468,776	Jan. 70
New York & New Haven 100 1,823,500 1,833,350 1,8	eveland and Pittsburg - 50 5,958,77	5 J AJ &O Apl. 702	New London Northern 100	895,000 F.	& A. Feb. '70 5	Warren 100	1.547.650 J. & J.	Jan. '70 3
New York & New Haven 100 1,823,500 1,833,350 1,8	eveland and Toledo* 50 5,000,000	0 F. & A. Feb. '70	N.Y. Central & Hudson R.100	45,000,000 A.	& O. Apl. '70 4	Worcester and Nashua 76	1 522,500 J. & J.	Jan'70 \$
New York & New Haven 100 1,823,500 1,833,350 1,8	olumbus and Xenia 50 1,786,20	0 J. & D. June'70	old int, cer.100	21,491,450 A. 22,829,000	& O. Apl. '70 4	CANALS.		
amberland Veilev 561 1,316,900 A. & O. Apl. '70 4 Norfolk & Petersb'z guar.100 ayton and Michigan* 100 2,390,646 504,230 5	oncord 50 1,500,000	0 M. & N. May '70	New York and Harlem 50	5,500,000 J	& J. July'70 4	Chesapeake and Delaware 50	1,818,968 J. & D.	Dec.'69
amberland Veilev 561 1,316,900 A. & O. Apl. '70 4 Norfolk & Petersb'z guar.100 ayton and Michigan* 100 2,390,646 504,230 5	oney Islani & Frooklyn 100 500,00	0	New York & New Haven 100	9,000,000 J.	& J Jan. '70 5	Delaware Division 50	1,633,350 F. & A.	Feb. '70
amberland Veilev 561 1,316,900 A. & O. Apl. '70 4 Norfolk & Petersb'z guar.100 ayton and Michigan* 100 2,390,646 504,230 5	nn, & Passum, Rivers.100 139,00	0 F & A Feb 170	Niag. Bridge & Canandai *100	2,000,000 J.	& J Jan. '70 34	Delaware and Hudson100	10,000,000 F. & A	Feb. '70
Do 1,987,351 J. & J. Jan. '70 5 Ja	onnecticut River 100 1,700,000	0 J. & J. Jan. '70	Ninth Avenue 100	797,400	& J. Jan. 100	Erie of Pennsylvania 50	64,000 F. & A.	Feb. '70
Do 1,987,351 J. & J. Jan. '70 5 Ja	amberland Velley 50 1,816,900	0 A. & O. Apl. '70	North Carolina	137,500 J-	& J. Jan. 170 3	Monongahela Navigation 50	8,739,800 M. & N.	M'y '67
Do 1,987,351 J. & J. Jan. '70 5 Ja	ayton and Michigan* 100 2,390,64	6	Northern Central 50	5,000,000 M.	& N. May.'703	Morris (consolidated) 10	1,025,000 F. & A.	Feb.'67
Do 1,987,351 J. & J. Jan. '70 5 Ja	Marte & Western 50 10 986 09	0 J. & J. Jan. 70	Northern of N. Hampsh. 100	3.068.400 .T	May '67 4	Pennsylvania 50	1 175,000 F. & A. 4,300,000	Feb. 70
Do 1,987,351 J. & J. Jan. '70 5 Ja			North Pennsylvania 50	3,150,150	Jan.'70 5s	Schuyl, Navigation (cons.) 50	1,908,207 F. & A.	Feb.'67
Date	u pref.100 2,095,000	Dec. '69'	Ogdensb. & L. Champl'n_100	2,363,600 J. 3,040,900 J.	& J. Jan. '70 b	Susq. and Tide Water 50	2,888,800 F. & A. 2,002,746	Feb.'67
at Tenn and Virginia100 1,902,000 1	Dock, E. B'dw. & Bat_100 1,200,000	0 F.M.AN May'70 2	Ohio and Mississippi	1,994,900 A.	& O. Apl. '70 4	Union 50	2,907,850	
## Avenue (R. Y.)100 1,902,000 1,000,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J. Jan. '103 500,000 J. A. J. Jan. '104 Avenue (R. Y.)100 500,000 J. A. J. Jan. '105 500,000 J.	Do. do. pref.100 1,987,36	J. & J. Jan. 70 3	" pref.100	3,500,000 J.	& D. Jun. 7034	W. Branch and Susq 50	1,100,000 J. & J.	Jan. '65
## Avenue (R. Y.)100 1,902,000 1,000,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J. Jan. '103 500,000 J. A. J. Jan. '104 Avenue (R. Y.)100 500,000 J. A. J. Jan. '105 500,000 J.	st Mahanoy 50 392,550	0 J. & J. Jan. '70	Old Colony & Newport 100	4,259,000 J.A	.J&O Apl.'70 24	Wyoming Valley 50	800,000 irregular	Oct. '67
## Avenue (R. Y.)100 1,902,000 1,000,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J&O Jan. '93 4 Avenue (R. Y.)100 500,000 J. A. J. Jan. '103 500,000 J. A. J. Jan. '104 Avenue (R. Y.)100 500,000 J. A. J. Jan. '105 500,000 J.	stern (N. H.)100 492,50	0 J. & J. Jan. '70	Orange and Newark 100	281,550	& J. Jan. 19 a	MISCELLANEOUS.		
at Tenn. and Viginia100 1,902,000 1,000,000 1	at Tenn, and Georgia. 100 1.290,06	7 Jan. '70	Pacific of Missouri	482,400 F.	& A. Aug.'69 4	Pacific Mail Steamsh p100	4.000,000 MJS&D.	Sept.'69
## aterson and Hadson Riviou 248,500 J. & J. July '69 24 American Coal 2,000,000 J. & D. Do. Oo. Oo. M. & N. Nov'69 24 Pennsylvania 2,000,000 J. & D. Do. Oo. Oo. Oo. Or. & A. J. July '69 24 American Coal 2,000,000 J. & D. Do. Oo. Oo. Oo. Oo. Oo. Oo. Oo. Oo. Oo. O	at Tenn. and Virginia 100 1,902,000	0	Panama100	7,000,000 J.A	J&O. Apl. '70 4	West'n Union Telegraph_100	41,063,000 J. & J.	Jan.'70
mira & Williamsport* 50	m. Jeffers & Canand* 100 500,000	0 F. & A. Feb'70 2	Paterson and Hudson Rivion	248,500 J.	& J. July'69 24	American Coal	2,500,000 M. & S.	M. 169
Rallway	mira & Williamsport* 50 500,000	0 M. & N. Nov'69 2	Pennsylvania	21,045,750 M.	& N. May '70 5	Butler Coal 25	500,000 J. & D.	D., '69 3
Do. pref	ie Raliway100 70,000,000	F. & A. Feb. 66	Peoria and Hannibal.	1,200,000	& J. Jul. '69 8	Fulton Coal	J. & J.	July'66
Philadelphia and Reading 50 (28,280,580) J. & J. Jan. '70 5 (28,280,58	Do. pref 100 8,536,910	Annual. Dec' 69 7.	Philadelphia and Erie* 50	6,004,200 J.	& J. Jan. '68 8	Lackawanna Coal	200,000 J. & J.	Jan '692
Do. Dreferred. 50 1,651,860 3,640,000 J. & J. Jan. '704 Jan. '804 3,640,000 J. & J. Jan. '805 3,640,000 J. & J. Jan.	vansville & Crawfordsv.100 1,143,446	5	Philadelphia and Reading 50	2,400,000 J. 26,280,350 J	& J. Jan. '70 4	Pennsylvania Coal 50	3,200,000 FM A & N	Dec'68 2
100 100	tehburg & Worcester 100 3,540,000	J. & J. Jan. '70	Phil., Germ'nt'n & Novice	1,551,800 J.	& J. Jan. '70 5	Short Mt. Coal	200,000	Dec'68 2
70,000 A. & O. 061,000 50 51 Jan. 70 3 Philadelphia and Darby 25 100,000 J. & J. Jan. 70 3 Philadelphia and Darby 25 100,000 J. & J. Jan. 70 3 Philadelphia and Darby 25 100,000 J. & J. Jan. 70 3 Philadelphia and Grey's Ferry 25 217,607	int and Holly 100 500,000	M. & N. My'67	Phila, and Trenton* 100	1,259,120 F.	& A. Feb. '705	Spring Mountain Coal 50	1,250,000 J. & J.	Jan. '69
orgia	orty-Sec. St. & G. St. F'y. 100 750,000	A. & O. Oct. 69 5	Philadelphia City	9,058,300 J.	& J. Jan. '70 4	Wilkesbarre Coat	1,000,000 J. & J.	Jan. '67
Transition of the first of the	orgia100 4,156,000	J. & J. Jan. 170	Philadelphia and Darby 20	100,000 J.	@ J. Jan. '68 4	Wyoming Valley Coal100	1,250,000 F. & A.	Aug. '66
antic	rard College (Phila.) - 50 160.000	J. & J. Jan. 70 8	Pittsb., Ft. W. & Chi. gtd 100	217,697 J.	GJ. July '69 2	Am Merchants Union Exp 100	18,000,000	June 70
een and conservation of 180,000 d. c.J. [Jan. '70 3] veins, Fargo & Co. Exp_100[10,000,000]	rantte100	M. & S. Mar.'70	Portland and N. Adams. 100	450,000 J.	@ J. Jan. '70 8	United States Express 100	6,000,000 FMA&N	N'v.'09
	sen and Comes Drivers and 100,000	1 J J. Jan. '70 !	Il or stand will wends poor" 100	582,300 J.	& J. Jan, '70 3	Wells, Fargo & Co. Exp. 100	10,000,000	

T. I.	AILI	LOAD	EA	RNIN	Gs-I	MON	CHL	Y.				
entral Pacific (in gold): January. 1867. 38,169 1868. 64,463 1869. 212,604	February. 51,831 86,937 218,982	March. 60,029 81,396 891,308	April. 81,156 96,481 485,048	May. 95,828 106,835 568,270	June. 121,702 164,729 556 080	July. 174,812 259,590 532,657	August. 181,297 251,832 511,854	September. 200,550 262,770 609,788	October. 212,109 296,422 579,642	November. 128,166 286,562 535,366	December. 75,871 342,743 410,000	1,421,525 2,300,767
nicago and Aiton: 109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	5,611,599
864	154,418	195,803 299,063	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	1,673,706 2,770,484
865	275,283 222,241	290,111	258,480 269,249	322,278 329,851	355,270 371,544	335,985 321,597	409,251 387,269	401,280 322,638	357,956 360,223	307,919 323,030	236,824 271,247	3,840,092 3,695,158
867	157,832 275,140	235,961 267,094	282,165 279,121	335,510 303,342	342,358 384,504	354,244 404,012	415,982 558,101	408,999 486,196	426,752 503,746	359,102 409,569	330,169 361 701	3,892,861 4,508,648
69343,182 70293,978	304,828 323,825	393,648 344,366	331,149 \$34,653	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,995	4,682,500
ago, Rock Island and Pacific:						700 140	100 000		*******	100 407	001.104	*******
33	130,225 175,482	122,512 243,150	126,798 185,013	144,995 198,679	170,937 243,178	139,142 224,980	160,306 307,874	210,729 375,860	216,030 324,865	196,435 336,617	201,134 321,037	1,959,267 3,095,47
865	246,331 183,385	289,403 257,230	196,580 209,099	234,612 277,506	321,818 306,693	244,121 238,926	306,231 317,977	389,489 400,941	307,523 428,474	270,073 345,028	201,779 260,268	3,313,514 3,466,92
867	224,621 297,464	272,454 276,431	268,369 301,952	297,625 316,709	276,681 378,436	297,513 341,885	444,024 568,380	566,403 558,387	599,549 591,209	442,275 424,589	377,053 433,435	4,358,614
869	308,208	398,740	362,961	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	4,797,464 5,274 66
870362,800 icago and Northwestern:	398,200	443,900	443,300	******	******	******	******	******	******	******	*******	
363	317,839	390,355	421,363	466,830	366,100 565,145	281,334 480,710	296,169 519,306	473,186 669,605	551,122 729,759	435,945 716,378	407,688 563,400	2,811,54 6,114,56
865	482,164 399,917	499,296 523,745	468,358 537,519	585,623 858,948	747,942 925,983	702,691 808,524	767,508	946,707 1,000,086	932,683 1,200,216	754,671 1,010,892	547,842 712,359	7,976,4
367	574,664	765,398	774,279	895,712	893,658	888,214	797,475 1,063,236	1,448,942	1,541,057	1,211,530	879,900	9,299,4 11,632,7
\$68	807,478 830,286	850,192 1,142,166	1,094,597 1,112,190	1,211,150 1,268,444	1,180,933 1,258,284	1,076,674 1,167,156	1,251,940 1,032,814	1,507,479 1,321,139	1,570,067 1,414,231	1,107,084 1,144,029	1,001,987 867,830	13,384,4 13,622,5
770	755,404	872,115	950,636	******	******	******					******	******
868	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,3
869204,112 870201,500	180,840 218,600	239,522 244,161	247,661 246,046	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,9
ois Central:	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,8
363	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,0
864	416,588 528,972	459,762 616,665	423,797 516,608	406,373 460,573	510,100 617,682	423,578 578,403	640,179 747,469	799,236 739,736	661,391 641,589	657,141 643,887	603,402 518,088	6,329,4 7,181,5
866	505,266 524,871	505,465 417,071	411,605 440,271	569,250 477,027	567,679 516,493	480,626 525,242	578,253 709,327	571,348 738,530	661,971 823,901	588,219 727,810	504,066 613,329	6,546, 7,160,
68	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,6
669	524,693 663,391	709,645 644,374	568,282 597,571	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,4
rietta and Cincinnati:	85,447	84,351	81,181	96,388	103,378	98,043	106,921	104,866	113,504	112,952	123,802	1,201,
94,136 668	78,976 81,599	92,910 98,482	92,768 108,461	90,526 95,416	96,535 95,924	106,594 108,413	114,716 126,556	121,217 121,519	142,823 125,065	132,387 119,169	123,383 121,408	1,278,
369 98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,294,0
Pro	98,275	101,379	******	••••••	******	*******	******	******	******	******	******	******
863	230,508 304,445	557,227 338,454	268,613 330,651	264,935 267,126	241,236 315,258	189,145 278,891	238 012 358,862	308,106 402,219	375,567 407,107	832,360 448,934	348,048 411,806	3,302,
365363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,700	495,072	351,799	4,120,1 4,826,1
866312,846 867305,857	277,234 311,088	412,715 395,372	413,970 409,248	418,024 357,749	384,684 307,968	338,858 313,130	384,401 434,318	429,177 488,388	496,655 530,871	429,546 429,785	352,218 380,034	4,650,8
868362,021 869—*Including Lake Shore1,006,998*	338,335 880,593*	378,735 1,140,000*	452,429 473,544	399,300 445,792	365,117 408,139	308,502 727,045*	437,600	521,326	543,886	436,399 1,124,745*	437,503 1,048,272*	4,981,1
870931,873*	1,006,961*	1,162,697*	*******	******	400,100	121,040	******	1,200,120	1,210,002	1,122,120	1,040,212	*****
chigan Central: 862230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,
863	245,858 278,848	236,432 348,802	238,495 338,276	236,453 271,553	206,221 265,780	193,328 263,244	215,449 346,781	308,168 408,445	375,488 410,802	339,794 405,510	306,186 376,470	3,168,
865306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,
866	265,796 283,661	337,158 375,210	343,737 362,783	365,196 333,952	335,083 284,977	324,986 313,021	359,646 398,993	429,161 464,778	493,640 506,296	414,604 412,934	308,669 330,373	4,260,
868343,316 869384,120	304,315 320,636	326,880 386,527	415,758 411,814	369,236 403,646	325,501 366,623	321,013 329,950	392,942 353,569	456,973 473,546	511,820 490,772	410,826 448,419	890,671 874,542	4,509,
870337,992	329,128	380,430	412,030	200,020		020,000	300,000	******	******	******	014,042	4,744,
lwaukee and St. Paul: 319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,
868	321,203 330,400	333,508 420,951	436,412 460,288	565,718 630,844	458,191 678,923	423,398 586,5 31	522,682 525,547	1,024,045 724,732	1,037,464 1,040,102	556,917 801,195	468,880 596,566	6 517
.870396,171 orth Missouri:	382,823	377,000	443,132	******	010,020	******	******	***,102	******	******	******	7,250
869119,721	94,927	136,263	149,184	******	******			******	******		******	*****
870	196,207	239,161	269,490	******	******	******	******	******	******	******	*****	*****
864	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311
866	239,139 246,109	313,914 326,236	271,527 277,424	290,916 283,130	304,463 253,925	349,285 247,262	344,700 305,454	278,701	372,618 310,762	412,553 302,426	284,319 281,613	3.793 3.380
.867	219,065 231,351	279,647 265,905	284,729 252,149	282,939 204,620	240,135 217,082	234,633 194,455	322,521 287,557		379,367 283,329	336,066 274,637	272,053 233,861	3,459 2,964
869180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220		328,044	298,027	254,896	2,904
.870	218,234	253,065	270,934	******	******	******	*******	******	******	******	******	•••••
869	207,302 250,617	294,302 294,874	278,247 289,550			******	******		******	******		
iladelphia and Reading:		100000			******	******	******		*******	* *******	*******	*****
862	217,161 361,834	244,423 396,771	258,674 429,929	283,996 505,517	254,285 464,809	388,725 451,884	414,707 574,486		463,873 815,902	466,557 746,955	454,826 526,009	4,088 6,324
1864	532,786 608,305	617,021 116,215	669,384 923,283	757,178 416,341	936,188 566,979	711,457 957,194	1,170,241	1,125,635	754,551 1,419,232	1,032,149 1,196,955	812,178	9,555
866	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,121,205 1,252,386	833,742	887,793	874,974	702,685 436,990	10,637
1867	534,561 518,174	703,618 651,019	836,603 817,750	965,358 761,220	903,974 744,188	864,637 814,472	693,104 631,143		956,658 1,159,726	837,351 1,113,398	586,779 589,924	9,256 8,735
1869	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026		1,235,366	1,476,405	******	*****
1866	155,893	192,138	170,485	168,699	162,532	166,015	222,953		244,834	212,227	177,364	2,250
1867	149,342 133,392	174,153 149,164	188,162 155,388	171,736 130,545	156,066 140,408	172,933 143,987	220,788 204,597	219,160 196,910	230,340 210,473	205,095 174,500	180,971 168,696	2,250 2,218 1,935
1869	127,817 158,785	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008
Louis and Iron Mountain:		176,877	168,705		******	******	*******		*******	*******	******	*****
1870102,760 oledo, Wabash and Western:	*******	113,894	104,019		******		******		******	******	******	•••••
1867	200,793	270,630	817,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	883,480	8,809
1869	265,137 240,395	257,800 242,705	286,825 311,833	260,529 312,530	293,344 348,891	283,833 310,800	484,200		429,808 422,369	323,270 323,377	399,439 434,284	4,013, 4,252
1870	293,645	295,298	318,699							******	******	
Inion Pacific:	500 190	******	******	591,420	706,602	623,560	617,58	758,467	857,332	837,388	716,829	5,700
1870	500,139	539,238	******	*******	******	******	******		******	*****	******	*****

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. —	WHEN PAY- ABLE.	Price.	* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAY-
National Securities May 1, 1870. oan of June 14, 1868 registered coupon coupon of June 22, 1860 registered registered coupon	\$20,000,000	5 Jan. & July. 5 " " "	1874 1874	107	Massachusetts—Western R. R. Loan, sterling	3,578,696	5 5 5 5	April & Oct. " " " Jan. & July.	'69-'88 '88-'90 '90-'94 '69'-71
coans of Feb. 8, July 1, Aug. 8, 61 ? registered and March 3, 1863	7,022,000	5 " " " " " " " " " " " " " " " " " " "	1871 1881 1881	114	-Nor. & Worc. R. R. LoanB., H. & Erie R. R. Loan, stgState Scrip (var.)	400,000 290,400 171,000 117,000	6 6 5 5	" " " Various.	1877 1900 1870 1872
oan of Feb. 25, 1862 (5-20s)registered	945,000	6 May & Nov.	1881	113	–	125,000 244,000	5 5	April & Oct. Various.	1873 1874
can of March 3, 1864 (5-20s)registered	3,882,500	6 4 4	1884 1	102	:: = :: :: ::::::::::::::::::::::::::::	162,000 50,000	6	June & Dec.	'70-'72 1877
(5-20s)coupon	125,561,300	6 4 4	1884 1	10	Union Fund Loan of 1861	200,000 650,000	6	Jan. & July.	1871
(5-20s)registered	203,327,250	6 4 4	1885 1	118 114	:: = :: :: ::::::	720,000 1,430,000	6	44 44	'74-'75 1876
(5-20s)coupon 2d series (5-20s)registered (5-20s)coupon	332,998,950	6 Jan. & July.	1886 1	11# 12# 14		600,000 220,000 200,000	5	May & Nov.	1880
3d series (5-20s)registered (5-20s)coupon	379,594,850	6 " "	1887 1	141	-Bounty Fund Loan of 1863 '64-'67, stg dol.	4,000,744 4,379,500	5	Jan. & July. May & Nov.	1883 1894 1894
4th series (5-20s)registered (5-20s)coupon	42,539,350	6 4 4	1888 1	14	-Coast Defense Loan of 1863. -War Fund 5-20 Loan	888,000 3,505,000	5 6	Jan. & July. Mar. & Sept.	1883 1886
ban of March 3, 1864, (10-40s)registered (10-40s)coupon	194,567,300	5 Mar. & Sept	1904 1	108	-Three Years' Loan Michigan—Sault Canal Bonds	919,324 86,000	6	Var. Jan. & July.	3 yrs. 1879
cific R. R. Bonds(currency)	20,007,000	6 Jan. & July.	95-'99 1	113	—Renewal Loan	200,000 1,728,000	6	66 66	1878 '73-'83
avy Pension Fund of July 25, 1000	62,050	8	Due	***	War Loan	896,000 463,000	7	May & Nov.	1886 1890
	242,000 89,625	6	Due	***	Minnesota—*Railroad Loan	2,275,000 7,000,000	7	Jan. & July. Jan. & July.	'41-'71
reasury Notes of 1857, '61 and '63	264,260 711,100	7.3	Due		Missouri—State Bonds proper	453,000 2,830,000	6	Jan. & July.	1887
Trincates of Indestruct Notes of 1863 and 1864	2 934 490	6	Due			13,734,000 1,589,000	6 7	44 44	'82-'90 '81-'87
mporary Loan of June 30, 1502	356,107,221	var nil	Dem		Nebraska—(No Account)	3,000,000	6		'81-'85
ractional Currency	39,354,321	**	" -	***	New Hampshire—War Loan of July 1, 1861.	1,089,800	6	Jan. & July.	'69-'78
State Securities, latest dates.	168,900	5 May & Nov.	1872	74	of Sept. 1, 1864	600, 0 00 1,267,000	6	Mar. & Sept. April & Oct.	'69-'74
(sterling)	770,500	6 Jan. & July.			New Jersey—War Loan of 1861 (free)	500,000 1,599,800	6	Jan. & July. Jan. & July.	'69-'84
(new)	732,800 660,200	8 " "	'94-'95 1		– of 1863 (free) of 1864	1,002,900 593,409	6	"	'86-'96 '97-'02
kansas—*State Bonds (Real Estate Bank) . (State Bank)	886,000 440,000	6 April & Oct. 6 Jan. & July 7 Jan. & July	1868 .	10	New York—General Fund Stocks	700,000 800,000	6	J. A. J. & O.	1870 1878
lifornia—Civil Bonds of 1867	3,066,500 177,500	7 Jan. & July.		112	:: = :: :: :::::::::::	1,189,781 900,009	5	66 66	pleas.
Bounty Bonds	470,500 982,000	7 " " " " 6 Jan. & July.	33-'85	1	-Canal Stocks	348,107 2,607,300	6	J. A. J. & O.	pleas. 1872 1873
Oct. 61,(10 or 20yr) Nov., 1863 }	7,513,692	6 " "	'72-'82	991	:: = :: :::::::::::::::::::::::::::::::	5,726,800 2,250,000 500,000	6	66 66	1874 1875
My',64,(10 or 20yr)	1,010,002	6 April & Oct.	'74-'78 . 1885			900,000	6	66 66	1877 1874
orlda—State Bonds	867,500	6 Various. 8 Jan. & July.	Var.	***	-Bounty Stock	3,757,000 22,186,000	7 7	Jan. & July.	1877 1877
Panda (W & A R R)	100,009	7 " " " " Tan. & July.	Var.	95	North Carolina—State Bonds (old)	8,511,000 3,059,045	6	J.&J.orA.&O.	'69-'91 '92-'98
. (Act March 12, 1866)	176,000 3,164,500	7 May & Oct. 7 Jan. & July.	1870		(Chatham R. R.)	3,200,000 2,439,900	6	Jan. & July. Jan. & July.	1900 1898
(W. & A. R. R.)	1,519,000 75,000	6 May & Oct.	1874	88	Ohio-State Loan (New York)	2,026,171 1,600,000	6	Jan. & July.	1870 1875
(Atl. and Gulf R. R.)	734,000 72,000	6 Feb. & Aug. 5 Mar. & Sept.	1869		(")	4,095,309 2,400,000	6	66 66	1881 1886
inols—New Internal Improvement Stock	1,635,954 996,649	6 Jan. & July.	1870	001	—Union Loan (Columbus) Oregon—Bounty Bonds	400,000 94,015	6	May & Nov. Jan. & July.	1871 1884
-Liquidation Bonds	193,400 985,900	6 4 4	1800	00	-Relief Bonds	2,797,910	7 6	Various.	1874 Due.
-Thornton Loan Bonds	104,000 543,200	6 " "	1879	01	: = :: : : : : : : : : : : : : : : : :	1,642,128	5	Jan. & July.	1870
-Ill. and Mich. Canal(sterning)		6 44 44	1870		Coupon Loans	4,724,000 112,000	5 41	Jan. & July.	72–782 1882
diana—State Stock	2,322,925 210,000	5 Jan. & July. 6 May & Nov.	1888	***	Inclined Plane Loan	400,000 4,907,150		April & Oct. Feb. & Aug.	1879 1872
wa—State Bonds of 1858 —War and Defense Bonds of 1861 asis—War Bonds, 1861-'67	200,000 300,000	7 Jan. & July.	1881		:: = :: :: :: ::::::	7,909,600 9,273,050	6	44 44 44 44	1877 1882
—Territorial Debt Bonds ntucky—State Bonds	750,000 100,000	6 July.	183-184		-Military Loan	910,200 2,820,750	6	44 44	1871
	1,421,000 * 339,000	6 May & Nov.	1879	98	Rhode Island—War Loan of 1861	30,500 1,157,000	6	April & Oct. Mar. & Sept.	1871 1882
-Military Bonds	160,000 635,000	6 Various.	180-193		of 1863	,214,000 776,000	6	April & Oct. Jan. & July. Feb. & Aug.	1883 1893 1894
(Railroads)	684,500 2,092,000 86,000	6 Jan. & July. Various. 6 Mar. & Sept.	'69-'06	77	South Carolina—Fire Loan, 1838	881,000 314,454 484,445		J. A. J. & O.	1870 1868
(Levees)	1,000,000 2,414,000	6 Various. 6 May & Nov.	1886	75	-State House Loans	2,386,000	6		71-'90
(" 1868) (Funding)	3,000,000 494,800	8 " " " Warious.	1908	914	Finding Bonds	1,282,971 1,398,640	6		70-'90 Var.
ine—Civil Loans	250,000 171,000	6 Mar. & Sept. Various,	169-174	734	–	289,160 1,706,000	51 6	u u	u.
-War Loan of 1861	800,000 525,000	6 Mar. & Sept.	1871	97 01	-Railroad Loans	25,903,000 2,172,000		Jan. & July.	long. Var.
1864	2,832,500 475,000	6 June & Lec. 6 Feb. & Aug.	1889	984	Fanroad Encorsements Funding Bonds Funding Bonds	4,677,950	6	" "	"
ryland—Sterling Bonds of 1838	802,000 2,252,112	5 J. Λ. J. & O.	1865	981	Vermont—State Bonds	1,026,000 201,000	6		71-'78 71-'78
Currency Bonds of 1837	1,214,580	5 4 4	'89-'90	00	Virginia-State Stock	20,653,962 10,963,000	6	Jan. & July.	long.
1827	24,000 1,438,428	5 4 4	1880	98	- stg	2,331,500 2,880,801	5 6	66 66 56 66	1870
1838-'39 1838-'39	525,008 46,232	6 4 4	189-199	95	Bonds	3,446,000 1,735,380	6	4 4	80-'90 Var.
Defense Loan of 1864-'68	2,040,100	6 4 4	1000	79 03#	West Virginia—No Debt	1,100,000	6		V BE.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds	Amount	te.	In	terest I	ayable.	Je.	100	Description of Bonds,	Amount.	Rate.	In	nerest l	Payable.	- 8	1ce
Description of Bonds.	Amount.	Ra	Who	en.	Where.	Due	Price	Description of Bonds	THOUSE.	Ro	Wh	en.	Where.	A	A
dirondack:	401 E 000	-	You de	Tooler	Nom Vork	1886		Catawissa:	\$371,000	7	Feb. &	Ano.	Philadelphia.	1882	97
1st Mortgage lbany and Susquehanna:	\$915,000				New York.			1st Mortgage	-		Secretary F	1	-1-1	1885	1
1st MortgageAlbany City Loan	1,000,000		Jan. & May &	July.	New York.	1888 1895		1st Mort. (C. F. to Waver. 14 m.) 1st Mort. (W. to Minn. L. 67 m.)	294,000 1,407,000	7	April & Jan. &	July.	New York.	1887	
2d Mortgage for \$2,000,000	2,000,000	7	April &	c Oct.	4 4	1885	94	Cedar Rapids and Missouri River:	a Thomas		do	Account.	New York.	1916	0
3d Mortgage	175,000	7	May &	Nov		1889		1st Mortgage. Central Branch Union Pacific:	. 3,586	7	Jan. &	July.	New Tork.	3.399	87
General Mortgage	3,785,000				New York.	1896		1st Mort. (Atchison & Pike's P.)	1,600,000		May &		New York.	195-19	
1st Mortgage Eastern Ex Bonds to State of Pennsylvania.	3,500,000					****		2d Mortgage Governm't subsidy. Central of Georgia:	A VIII		Jan. &		Anagaria:	194 (0)	111
ndroscoggin:					** **	1.14	19/1	1st Mortgage Central of New Jersey:	786,000	7	March	& Sept.	Savannah.	1875	98
1st Mortgagetlantic and Great Western:	425,000	6	April 6	k Oct.	Portland.	1890	****	1st Mortgage	900,000		Feb. &		New York.	1970	100
1st Mortgage (New York)	2		April	& Oct.	London.	1879		2d Mortgage	1,500,000		May &	Nov.	4 4	1875	100
1st Mortgage (Pennsylvania) 1st Mortgage (Ohio)	0 000 000	7	a.	44	New York.	1877 1876		New Loan for \$5,000,000 Central Ohio:		1	Land I.	111111		A COLUMN	
1st Mortgage (Franklin Branch) 1st Mortgage (Buffalo Extension)	6,000,000	1 6	June 4		London.	1882 1884		1st Mortgage Central Pacific of California:	2,500,000	6	March	& Sept.	New York.	1890	8
1st Mortgage (Silver Creek Br.).		7	April March	& Sent	"	1884	****	1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. &	July.	New York.	1895	9
1st Mortgage (Silver Creek Br.). 2d Mortgage (New York) 2d Mortgage (Pennsylvania)	8,000,000	7	April	& Oct.	New York.	1881 1882		1st Mortgage (on 725 m.) free 2d Mortgage (paid by Cal.) Convertible bonds	1,500,000	7*	4	- 66		1885 1883	11
2d Mortgage (Ohio) 1st Consolidated Mortgage	0,000,000	7	Jan. &		London.	1883		National Loan	26,010,000	6	66	- 66	4 4	1895	10
1st Consolidated Mortgage 2d Consolidated Mortgage	7,000,000	0 7	April	& Oct.	"	1895		Charlotte and South Carolina: 1st Mortgage for \$500,000	334,000	7	Jan. &	July.	New York.	1880	
Income Mortgage	8,701,80			66	4	18— 18—		Cheraw and Darlington:	1000	1		100	5.444	1003	
tlantic and Gulf:		1	1			1000	1	1st Mortgage Chesapeake and Ohio (Va. Cent.)	150,000	7	Jan. d	July.	Charleston.	1870	
1st Mortgage Consolidated Atlantic and St. Lawrence:	2,000,00		-	~	New York.	1898	****	1st Mortgage for \$15,000,000		. 6	May d	Nov.	New York.	1900	10
Portland City Loan (skg fund)	1,500,00			ious.	B. & N. Y.	168-176		Cheshire:	- Lagran	0 0	Jan.	July	Boston.	75-1	-
2d Mortgage2d Mortgage, sterling	885,50	0 6	m le		Portland. London.	1866 1866		Chester Valley:			1		SHIP SHIPS	1000	
Sterling Loan	484,00		* May	k Nov.	4	1878		1st Mortgage	. 500,00	0 7	May	& Nov.	Philadelphia	. 1872	5
Loan of 1855	863,25	0 6	Jan. &	July.	Baltimore.	1875	964	Chicago and Alton: 1st Mortgage, pref. sinking fund	1. 402,00	0 7		& Nov.			
Loan of 1850	• 579,50	0 6	66	"	66	1880	96	1st Mortgage	. 2,400,00	0 7		July.		1893 1883	1
Loan of 1853 Baltimore City Loan of 1855	- 1,710,50 - 5,000,00			& Oct.	"	1885 1890	944	Income bonds (2d Mortgage) Chicago, Burlington and Quincy	1,100,00	0 7	April	& Oct.	it mail	ALTO YE	
Northwestern Va. R. R. 2d Mor	458,50	0 6	66	"	66	1873		Chicago, Burlington and Quincy: Trust Mortgage	. 3,078,00			k July	New York	1883 1883	
Northwestern Va. R. R. 3d Mor Say de Noquet and Marquette:	140,00	0 6	"	44	"	1885		Trust Mortgage, convertible	150,00	0 8	4 3	uly.	Frankfort.	1890	
1st Mortgage Income	250,00	0 8	April	& Oct	New York.	70-7	1	2d Mortgage Company bonds Chicago, Cincinnati and Louisv.	680,00		March	& Sept			
ellefontaine : 1st Mortgage (B. and Ind. R.R.)	791,00	00 7	Ton	k July		70-19	0	Chicago, Cincinnati and Louisv.	400,00	0 7	Jan.	& July	New York	. 1887	
ellefonte and Snow Shoe:						10-9	0	1st Mortgage for \$1,000,000 Chicago and Great Eastern:	200,00	1			1 2 3 1 1 1 1 1 1 1	7670	1
1st Mortgageelvidere Delaware:	99,00	00	Jan.	k July	Philadelphia	1876		Construction	400,00			& Oct	New York	1895	
1st Mortgage (guar. by C. & A.	.) 1,000,00	00 6	June	& Dec	New York.	1877	85	Income	3:					75/69	
2d Mortgage (guar. by C. & A.	500,00		March	& Sept	Princeton.	1885	82	1st Mortgage S. F	2,500,00	00 7	* April	& Oct	New York	. 1900	'
3d Mortgage (guar. by C. & A. Blue Ridge, S. Car.:	-) 745,00		Feb.	& Aug	"	1887	834	Chicago, Iowa and Nebraska: 1st Mortgage	1,110,00	00 7	Jan.	& July	New York	. 1881	
1st Mortgage of \$2,500,000		. 7	Jan.	k July	· Charleston.	1898		Chicago and Milwaukee . (45 m'ls):		1	# Mar	New York	1874	. 1
Soston and Albany: Sterling Loans	2,051,5	20 1	* April	& Oct	London.	'69_"	1	1st Mortgage (C. and N. W.) . Chicago and Northwestern:	397,00	00	May			17 Print	- 1
Dollar Loan	798,0	00	3 4	A	Boston.	1875		Pref. sinking fund b'ds (193 m.). 1,249,50		Feb.	& Aug	New York		
Soston, Clinton and Fitchburg. 1st Mortgage	400.0	00	Jan.	& July	Poston	1884		Funded Coupons	2 504 5	00	Feb.	& Nov	Z 41 44	1888	
Soston, Concord and Montreal:								1st Mortgage, Appleton Ext	184,0	00	7 4	66	44 44	188	5
1st Mort. (Conc. to War. 71 m. 2d Mort. conv. (1st M. on 224 m	204,0		Feb. Jan.	& Aug	New York	1865 1870	94	Ist Mortgage, Green Bay Ext.	300,0		6	& Oc	t. 46 66	1888	4
2d Mort, conv. (1st M. on 221 m	1.) 250,0	00	7 44	66	New York.	1870		Mississippi River Bridge Bond	8. 200,0	00		& July		1884	4
Sinking Fund Mortgage Boston, Hartford and Erie:	496,0	00	6 "	66	Boston.	1889	88	ist Mortgage, Appleton Ext Ist Mortgage, Green Bay Ext. Equipment Bonds Mississippi River Bridge Bond Eligin and State L. purchase b' Consolidated sinking fund bon	ds 189,0 ds 3,296,0		F. M.	A. & N	-1	187	5
1st Mortgage (old)	600,0	000	7 Marel	& Sep	t. Boston.	1884	53	Equipment Bonds	1,010,0	00 1	May	& No	V. 66 66	1'68-	.771
1st Mortgage (new) for \$20,000,0 Boston and Lowell:	60		7 Jan.	& July	y. "	1899	32	1st Mort, (Gal. & Chic. U. R. I	1.919.0		7 Feb.	& Au	g. 44 44	188	2
Convertible bonds	101.0	000	6 Jan.	& July	Boston.	1873		2d Mort. (Gal. & Chic. U. R. I 1st Mortgage (Peninsula R.R. 1st Mort. (Chi. & Mil. R.W. 85	3.) 1,029,0 1,010,0			h & Sep	t. 44 44	189	8
Scrip certificates	366,0	000	3 April	& Oc	t. "	1873	96	1st Mort. (Chi. & Mil. R.W. 85	m) 1,098,0	00		& July	y. " "	189 188	8
Buffalo, Bradford and Pittsburg		100	6 "	**	66	1879	98	1st Mortgage (Beloit & Mad. l Chicago, Rock Island and Pacif	363,0	00		1100		100	
1st Mortgage	580,0	000	7 Jan.	& Jul	y. New York	. 1886		1st Mortgage (C. & R. I. R.R.	1,397,0			& July	y. New Yor		
Buffalo, Corry and Pittsburg: 1st Mortgage (B., C. & P. of P.	a.) 100,0	000	7 Jan.	& Jul			1	1st Mort. (C., R. I. and P. R. I Chillicothe and Brunswick:	3.) 7,375,0	00	7 -			189	0
1st Mortgage (B., C. & P. of P. 1st Mort. (Buff. & O.C.Cross-cu	it) 600,0		7 4	66	New York		1:::	1st Mortgage		00	8 May	& No	v. New Yor	k. 189	4
Buffalo and Erie: Co. bonds (Buff. and State Lin	(e) 400,0	000	Tuno	& Do				Cincinnati, Dayton and Eastern 1st Mortgage	465,0	000	7 Feb.	& Au	g. New Yor	k. 189	16
Co. bonds (Buff. and State Lin	ie) 100,0	000	7 June 7 May	& De	C. New York	. 1870 1873	86	Cincinnati, Hamilton and Dayte	on:		-		111111111111111111111111111111111111111	777	
Co. bonds (Buff. and State Lir Co. bonds (Erie and Northeas	t). 200,0		7 Jan.	& No	y. " "	1882		2d Mortgage (1st Mort, naid).		000	7 May	& No	v. New Yor	k. 188	
Buffalo, New York and Erie:			7 Marc	n & ser		1886		New Mortgage	282,0	000	7 "	"	" "	187	
1st Mortgage	2,000,0		7 June	& De	c. New York	. 1877			2,500,0	200	Tune	& De	c. New Yor	k. 183	h
2d Mortgage Burlington, Cedar Rapids & Min	n.: 380,0	000	7 May	& No	v. " "	1872	83	1st Mortgage 2d Mortgage	2,000,0	000	7 Jan.	& Jul		177	187
1st Mortgage Burlington and Missouri River:	600	000	8 Feb.	& Au	g. New York	. 1919		Cincinnati and Indianapolis Jun	ic.:		1		La colonia	k. 188	
Land Grant Mortgage	4.690.	608	7 Apri	& O	t. New York	. 1893	89	1st Mortgage	1,200,0		7 Marc	& Jul	ot. "	18	93
1st Convertible bonds	600,	000	7 Jan		y. " "	1870			250,	000		& Di	e. "	180	84
2d Convertible bonds	958,		8 "	. 44	4 4	1875		Cincinnati and Martinsville:	400	000	7 Jan.	& Ju	y. New You	k. 18	05
California Pacific:	000					1894	100	Cincinnati, Richmond & Chica	go:		10000		Control of the control	770	
1st Mortgage, sinking fund Camden and Amboy:	2,250,	000	7* Jan.	& Ju	y. New York	1889		let Mortgage	560,	000	7 Jan.	& Ju	ly. New You	k. 18	95
Sterling Bonds, skg fund £337.3	250 1,632,	290	6* Jan.	& Ju	y. London.	1880		1st Mortgage	1,300,	000	7 May	& No	v. New You	k. 18	98
Sterling Loan, skg fund £369,5	200 7 040	000	5* Marc	h & Sep	ot. "	1894		Cincinnati, Sandusky and Clev	.:		100,000		- Alton Danie	k 100	00
Loan for \$600,000 Loan for \$675,000	323,	000	6 Apri	61	11 11	c. 1870	99	Cleveland, Columbus and Cinc.	976,	000	7 June	& D	17/79/80	033 996	
Loan for \$1,700,000	1,700,	000	6 Feb.	& At	ıg. " "	187	92	1 lst Mortgage	425,	000	7 Jun	e & D	ec. New You	k. 168	B-'9
Loan for \$2,500,000 Consol. Mortgage for \$5,000,00	0 . 4 665	940	6 Feb. 6 May 5 June	& No	V. " "	188	92	1 let Mortgage	850	000	7 Feb.	& A	ng. New You	rk. 18	78
Camden and Atlantic:						188	94	3d Mortgage	587,	000	8 Mar	ch & Se	pt. "	18	176
1st Mortgage	500	000	7 Jan.	& Ju	y. Philadelph	in. 187		Cleveland and Pittaburg:	ge. 147,	500	7 Jan.	& Ju	ly.	18	881
Camden and Burnington County	7: 4 1119	- 1	7 Apri		24 20 440 440	188		2d Mortgage (or 1st Extension	n) 1,130,	,000	6 Mar	ch & Se	pt. New Yo		378
1st Mortgage of 1867 for \$350 (Cape Cod Central:	305,	000	6 Feb.	& At	g. Philadelph	ia. 189	7 90	2d Mortgage (or 1st Extension 3d Mortgage (or 2d Extension 4th Mortgage (or 3d Extension Consol, S. F. Mort. (\$5,000,000)	1) 1,597	.000	7 May	& N	OV. "		175
	125		1000					is attended to 10 attended in the strength of	m). 1,106.	400	7 Dan	& Ju	ay.	118	44

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Whe		Where,	Due	Price	Description of Bonds.	Amount.	Late	Interest	AUTOCO TO TANK	Due.	1
		_	Whe		w nere.	-	_			-	When.	Where.		1
ev., Painesv. & Ash. (L. Shore):	\$500,000	7	Jan. &	July.	New York.	1874		Erie: 1st Mortgage	43 000 000	7	May & Nov.	New York.	1897	1
1st Mortgage2d Mortgage	1,000,000	7	66	66	44 44	1880		2d Mortgage. 3d Mortgage. 4th Mortgage	4,000,000	7	March & Sept.	u u	1879	1
d Mortgage	1,000,000	7	April &	Oct.		1892		3d Mortgage	6,000,000	7			1883 1880	1
eveland & Toledo (Lake Shore).	13,000	7	Anell &	Oct	New York.	1867	7815	Ath Mortgage	4,441,000		April & Oct.			1
st Mort. (Junc. R. R. 1st Div.) . st Mort. (Junc. R. R. 2d Div.) .	116,000	7	June &	Dec.	66 66	1882		5th Mortgage. Buffalo Branch Bonds	926,500 186,400	7	June & Dec. Jan. & July.		1888 1891	4
at Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. &	July.	66 69	1885	103	Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	
d Mortgage (Clev. and Tol.)	1,000,000		April &	Oct.	4 4	1886		Erie and Pittsburg:					The state of	
lumbia and Augusta:	410.000		Y 4.	Yester	Now Voule	1888		1st Mortgage	900,000		Jan. & July.	Philadelphia.	1882	
st Mortgage for \$1,000,000lumbus, Chicago & Ind. Cent.:	410,000	1	Jan. &	July.	New York.	1000		2d Mortgage New Mortgage	700,000 859,000	7	April & Oct. Jan. & July.	66	1875 1893	
lonsol, 1st Mortgage skg fund	15,000,000	7	April &	Oct.	New York.	1908	821	Evansville and Crawfordsville:	000,000	7	oun. w only.		1090	
umbus and Indiana Central:	20,000,000	1		-			2017	1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	
d Mortgage	821,000		May &	Nov.	New York.	1886	430	1st Mortgage of 1854 Rockville Extension 1st Mort	740,000	7	May & Nov.	"	1869	
ncome Bonds	1,243,000	7	44	44		1881		Rockville Extension 1st Mort	150,000	7	Feb. & Aug.		1881	
umbus and Hocking Valley:	262,500	7	Ton &	Toler	New York.	1897	3.0	Fall River, Warren & Providence:	000,000	-		Decet Same	10	
st Mortgage Jonsol. 2d Mortgage skg fund	5,000,000		Jan. &		" "	1909		1st Mortgage Flemington:	200,000	1	- & -	Providence.	18-	
umbus and Xenia:	0,000,000		Pois de	zaug.		2000	••••	1st Mortgage guaranteed	100,000	8	- & -	Princeton.	18-	
at Mortgage for \$500,000	248,000	7	March &	Sept.	Columbus.	1890		1st Mortgage guaranteed Flint and Pere Marquette:	,	1			1	
st Mortgage for \$500,000 nnecticut and Passumpsic Riv.:				-	Destan	1000		1st Mortgage	1,520,500	7	- &	New York.	18-	
ot Mortgage sinking fund Notes of '66 and '67, free	500,000		June &	Dec.	Boston.	1876	931	Cratena & Unic. Union (U.N.&W.):	4 040 000	-	10.b 6. 4	37 37 1	1000	
Notes of '66 and '07, Iree	295,000	7		-		76-77	99	1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	
nnecticut River:	950 000	8	March &	Sont	Boston.	1878	98	2d MortgageGeorgia:	1,029,000	1	May & Nov.		1875	
at Mortgage	200,000		Man Cit of	Depe	2000010	2010	99	Bonds	592,000	7	J. & J.	Augusta.	70'-7	2
at Mortgage guaranteed	1,000,000	6	Jan. &	July.	Philadelphia.	1896	85	Grand Rapids and Indiana:	002.000		0 0.	Busin	100	-
mberland and Pennsylvania:			1		With the State of		-	1st Mortgage	167,000	7	Jan. & July.	New York,	1886	
at Mortgage for \$1,000,000			March &		New York.	1891		Grand River Valley:		1	-		1	
d Mortgage sinking fund	799,000	6	May &	Nov.		1885		1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	
mberiand Valley:	181 000	R	April &	Oct	Philadelphia.	1904		Grand Trunk (Ca.); 1st Preference Bonds	10 570 000		Jan. & July.	Landan	18-	
at Mortgage	109,500	8	iii a	8	" " "	1904		2d Preference Bonds	7,355 086	5	a dily.	London.	18-	
d Mortgage nbury and Norwalk:	250,050							2d Preference Bonds 3d Preference Stock 4th Preference Stock	3,414.094	4*	6 66	Į.	18—	
		7	Jan. &	July.	New York.	1880		4th Preference Stock	25,592,860	4*			18-	
nv., Urbans, Blooming. & Pekin: at Mortgage sinking fund	0.000.00	-			Mos- W.	1000		Equipment Bonds	2,433,333	6*	April & Oct. Feb. & Aug.	4	18	
st Mortgage sinking fund	2,000,000	1	Jan. &	July.	New York.	1908		Postal and Military bonds Great Western of Canada:	5,840,000	vai	reb. & Aug.		18	
vton and Michigan:	2,802,000	7	Jan. &	Today	New York.	1881	111	Government Loan £573,688	2,782,387			Ottomo		
st Mortgage sinking fund d Mortgage	642,000				u .u	1884		Mortgage Bonds £615,200	2,983,720			London.	'73-'7	à
d Mortgage			April &		66 66	1888		Mortgage Bonds £547.000	2,652,950	514	- & -	44	777-77	ż
yton and Union:	100,000	1				1	****	Stock Debentures £46,700	226,500	5	- & -	66	irred	ί
at Mortgage, registered	149,000		March &		New York.	1879		Great Western of Illinois:				and board		
d Mortgage	135,000		June &	Dec.	4 4	1879		1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	
ncome Bonds	252,445	6				1879		1st Mortgage (E. Div.)	45,000		Feb. & Aug.	66 66	1888	
yton and Western:	275,000	7	March &	- Sont	New York.	1882		1st Mortgage (General) 2d Mortgage	2,500,000	7	May & Nov.		1888 1893	
at Mortgaged Mortgage					4 4	1905		Greenville and Columbia:	2,000,000	1 4	May at 1101.	1-11	1090	
laware:	200,000	1			Annual Co. St. Sales S.	LOI H	****	1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	
st Mortgage			Jan. &	July.	Philadelphia.			Hannibal and St. Joseph:		1		NEW LONG		
Juaranteed Bonds	100,000			44	"	1875		Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	
State Loan	170,000		1	66	4	1876 1880		Convertible bonds Eight per cent. Loan	800,000	7	Jan. & July.	14 44	1883	
Extension Mortgage daware, Lackawan. & Western	100,000	0	-		-	1000		Ten per cent. Loan	1,000,000			u u	1874 1872	
lst Mort. (L. & W.) for \$900,000.	564,000	7	Jan. &	July.	New York.	1871	98	Ten per cent. Loan	500,00			. 46 46	1869	
lat Mort. (East. Ext.) \$1,500,000.	1,111,000		April d		66 ,66	1875	984	Ten per cent. Loan 1st Mort. (Quincy and Palmyra 1st Mort. (Kan. City & Cameron	500,00	8	- & -		18-	
2d Mort. (General) for \$2,600,000	1,633,000		March &		" "	1881	97	1st Mort. (Kan. City & Cameron	1,200,00	10	- & -		1891	
Moines Valley:		1						Harrisburg and Lancaster:						
lst Mortgage (on 154 miles)	2,310,000		April d		New York.	1877 1884		1st Mortgage, guaranteed Hartford and New Haven:	700,00	6	Jan. & July.	Philadelphia	, 1883	į
Income Bondstroit and Milwaukee;	402,000		Jan. &	July.		1004	****	1st Mortgage	927 00	0 0	Jan. & July.	New York.	1873	
et Mortgage, convertible	2,500,000	7	May &	Nov.	New York.	1875		Hartford, Providence and Fishkill	3 21,00	0	Julia de Guij	THE TOTAL	120.0	
d Mortgage	1,000,000	8	"	"	"	1875		1st Mort. (R. Island 26.32 m.)	481.00	0 7	Jan. & July	Providence.	1876	ĺ
at Mortgage Funded Coupons .	628,525				" "	1875		1st Mort. (Connecticut 96.04 m.	1,574,50	0, 7		Hartford.	1876	į
Mortgage Funded Coupons. Bonds of June 30, 1866, (cond).	377,116			Nov.	4 4	1875		Hempfield:				m	1.000	
Bonds of June 30, 1800, (cond).	1,861,639	6	*******			1886		1st Mortgage	500,00	0 6	Jan. & July	Philadelphia	1872	į
troit, Mon. & Tol. (M.S. & N.I. at Mortgage	994 000	7	Wah A	Ann	New York.	1876	001	1st Mortgage	101.00	0 -	Jan. & July	Bridgemort	1977	į
troit and Pontiae (Detr. & Mil.)	5.50,000	1.	PUD. OE	Aug.	LICW TOTAL	1010	924	2d Mortgage	100,00	0 4	Julia & Gully	Bridgeport.	1885	į
at Mortgage	100,000	7	Jan. &	July.	New York.	1878		Houston and Texas Central:	1	1.		A STATE OF THE PARTY OF THE PAR	1	ĺ
let Mortgage	150,000	7	April d	k Oct.	44 44	1878		1st Mortgage (L.G.) sinking fund	2,600,00	0 7	Jan. & July	New York.	1891	
d Mortgage	250,000	8	Feb. &	Aug.	" "	1886		Hudson River:	1 000 00		Bob & A	Now West	1000	į
abuque and Sioux City:	200.000	7	Jan. &	Tasler	New York.	1883	1	1st Mortgage 2d Mortgage, sinking fund	. 1,936,00 2,000,00				1870 1885	
st Mortgage (construction)	660,000	7	and a	ouly.	. " "	1894	97	3d Mortgage	183.00	0 7	May & Nov		1875	
st Mortgage (construction) Sinking Fund (convertible)	1,000,000	7	May &	Nov.	44 44	1888	****	Huntington and Broad Top Mt.:		1.	100000	1	-dept	
buque Southwestern:		1						1st Mortgage	416,00	0 7	April & Oct		1870	
let Mortgage, preferred	100,000			July.	New York.	1895		2d Mortgage Consol. Mortgage	. 367,50	0 7	Feb. & Aug	44	1875	
Mortgage, ordinary at Brandywine & Waynesburg	450,000	7		44		1895		Consol. Mortgage	887,04	0 7	April & Oct		1895	j
Let Mortgage	140 000	1 7	Feb. &	Ann	Philadelphia	1899	1	Construction	. 3,187,50	0 -	April & Oct	New York.	1875	į
ist Mortgage at Pennsylvania:	140,000	1 .	Beb, &	Aug.	- madeibua	1002		Construction	339.00	0 6		" " "	1875	
let Mortgage, Sinking Fund	506,900	7	April d	k Oct	Philadelphia	1888	1	Redemption	332,00	0 6		44 44	1890	
at Tennessee and Georgia:	1					1		Redemption, sterling	2,500,00	0 6		London.	1875	į
Pennessee Loan (old)				July.	New York.	1882		Illinois and Southern Iowa:		1	1	Nom Was	1000	
Pennessee Loan (1866)	430,27			"	66 66	1898		1st Mortgage Indianapolis, Cin. and Lafayette:	300,00	0 7	Feb. & Aug	New York.	1882	ĺ
Mortgage (old)	136,40			66	66 66	1880		1st Mortgage	2,500,00	0 -	Jan. & July	New York.	1886	
Mortgage (new)	100,40	1		**		1880		1st Mortgage	500.00	0 7	April & Oct		1888	
Tennessee Loan (old)	1,599,00	0 6	Jan. &	July	New York.	1888	1	Indianapolis, Crawfordsv. & Dany	: 000,00	1		2,4100	Siran	
Pannessee Loan (1800)	. 600.00	0 6	66	64	44 44	1898		1st Mortgage Indianapolis and Madison:	. 1,500,00	0 7	Jan. & July	New York.	1888	į
Tennessee endorsed bonds	178,00			46	. " "	18-		Indianapolis and Madison :		1.	A		1	į
etern:		1	Marie			120		1st Mortgage	612,00	0 7	May & Nov	. New York.	1881	į
State Loan (1st Lien)	275,00	9	J. A. d Jan. & Feb. &	. & O	Boston.	68-77	4	Iowa River:	000.00	0 -	Jan & Tolo	New York	1888	,
Mortgage, (convert. sterling).	420,00	1 0	Pob d	July	London.	1872		1st Mortgage (Eldora R. R.) Jackson, Lansing and Saginaw:	272,00	7	Jan. & July	TOW TOPE.	1999	ļ
at Mortgage, (Resex Railroad)	214.00	0	Jan &	July	Boston.	1874	96	1st Mortgage	- 1,495,00	0 8	Jan. & July	New York.	1884	į
Bonds of 1868	500.00	1 6	Jan. &	& Sept		1876 1889	1	1st Mortgage	1,200,00		outy	LION LOIL	1008	-
toefield and Kentucky:		1"	mattell.	- Sept	61.011-	1999	96	2d Mortgage	397,00	0 4	April & Oct	New York.	1873	į
Pannessee Loan	870.00	0 6	Jan. &	July	New York.	18-	10.53	Jeffersonville, Madison & Indian	:	1	30		1800	
mira and Williamsport:	16	1	OR OF THE	- Cornel	Secretary March	Hursty		1st Mortgage	- 1,961,00	0 7	April & Oct	New York.	1906	ŝ
1st Mortgage Income Bonds	1,050,00	0 7	Jan. &	July	Philadelphia	1880	94	Joliet and Chicago:	A 663		0.000 000 0	DESCRIPTION THE REAL PROPERTY.	-	
Income Bonds. grouped and North American: 12 Mortgage (Bangor to Winn.	570,00	0 4	April	& Oct	10 20 10 man	1872	58	1st Mortgage, guaranteed, S. F. Joliet and Northern Indiana:	500,00	10	Jan. & July	New York	1883	Í
	4 247	4						1st Mortgage, guaranteed			THE REAL PROPERTY.		THE PERSON NAMED IN	1

An Asterick (*) affixed to rate of interest signifies 'Pavable in Coin."

Description of Bonds.	Amount.	Late			Payable.	Due.	Price	Description of Bonds.	Amount.	tate.			ayable.	ne.	1
_•		-	Wh	en.	Where.	-	-			H	Whe	n.	Where.	a	L
unction, Philadelphia: 1st Mortgage, guaranteed	800,000	6	April	& Oct.	Philadelphia.	1896	89	Mobile and Montgomery: 1st Mortgage	\$1,200,000	8	May &	Nov.	New York.	1888	1
entucky Central:	\$128,000	7		11112	New York.	1873		Mobile and Ohio:	di unible		Security		10/25/10/07	ean an	ľ
lst Mort. (Covington & Lexing.) 2d Mortgage (do.)	794,000	7	_ 8	-		1883		1st Mortgage, Sterling {	4,593,000	8*	May &	MOV.	London. Mobile,	1882 1882	ŀ
3d Mortgage (do.)	237,000	7	- 6			1885		1st Morigage, Sterling	1,669,800		Jan. &		New York.	1891	ł
eokuk and St. Paul: 1st Mortgage, sinking fund, conv.	400 000	9	May &	Nov.	New York.	1879	994	Income of '61, '62, '65 and '67 Liquidation (10 year) bonds	388,900 556,421	8	May &	Nov.	Mobile. New York.	1867 1876	ŀ
noxville and Charleston:	200,000	0	Lately G	21011	Zion Zoiki	1028111	004	Interest bonds	697,900	8	46	- 4	Mobile.	1882	ľ
Fenn. State Loan	450,000	6	Jan. &	July.	New York.	1898		Montgomery and Eufala:					The state of	UNE DIG	1
noxville and Kentucky: Fenn. State Loan (old)	1,310,000	6	Jan. &	July.	New York.	1890		1st Mortgage, endorsed by Ala Montgomery and West Point:	129,000	8	March &	sept.	New York.	1886	1
Tenn. State Loan (new)	800,000		"	.11	4 4	1898		Income Bonds	100,000	8	Jan. &	July.	New York.	1871	1
sekawanna and Bloomsburg:	0 4					15,240%	198	Income Bonds	306,900	8	44	- 44		1876	4
lst Mortgagelst Mortgage (Extension)	900,000 400,000		Jan. d March			1875		Mortgage Bonds	719,500	8	"	u	Thomas Tool T	1881	A
2d Mortgage	500,000				66	1880		1st Mortgage, Sinking Fund	5,000,000	7	May &	Nov.	New York.	1915	d
2d Mortgage	400,000	7	May d	k Nov	"	1890		2d Mortgage	8,000,000		Feb. &	Aug.		1891	ğ
ake Erie and Louisville: 1st Mortgage for \$1,600,000	500,000	7	Jan. 6	July	New York.	1893		Nashville and Chattanooga: 1st Mortgage, endorsed by Tenn	1,569,000	6	Jan. &	July	New York.	1890	
awrence:			0 4111	0				Tenn. State Loan	150,000		4	"		1892	
1st Mortgage ehigh and Lackawanna:	360,000	7	1 44	ш	Pittsburg.	1886		Tenn. Coupons Funded	426,270		u	- 4		1892	Ä
1st Mortgage (tax free)	200,000	7	Feb 4	k Aug	Philadelphia	1897	91#	Nashville and Decatur:	0 405 170		Ton &	Tealer	Wass West	hoo 10	ú
ehigh Valley:	200,000	1	Leo.	Laug	I madeipma	1001	art	Tenn. State Loan	2,465,170	0 10	Jan. &	L Oct.	New York. Nashville.	1870	-
1st Mort. (exchangeable for new)	1,262,000	6	May	& Nov	. Philadelphia	1873	100	2d Mortgage	500,00		- K	"	New York.	1887	
New Mortgage, free of taxes	1,917,000			& Dec		1898	974	Nashville and Northwestern:	1					A SERVIN	j
1st Mortgage (Hazleton) ittle Mlami:	149,500	6	Jan.	e July	-	1878		Tenn. State Loan	2,672,00		Jan. &	July.	New York.	'88-'9 '71-'8	ŝ
1st Mortgage	1,489,000			& Nov				2d Mortgage Naugatuck:	1	10				111.7	1
Cincinnati Loan	100,000	6		44	Cincinnati.	1880		1st Mortgage, Convertible	166,00	0 7	Jan. &	July.	Bridgeport.	1876	ĺ
ittle Rock and Fort Smith:		10			. Boston			Newark and New York: 1st Mortgage	. 600,00	0 .	Jan. &	July	New York.	18-	
1st Mortgage for \$3,500,000 ittle Schuylkill:	1	1						Newburg & New York (Oct.1.'68):	1	A PRINTER	1			
1st Mortgage, sinking fund ong Island:	807,500	7	April	& Oct	. Philadelphia	. 1877	99	1st Mortgage New Bedford and Taunton:	250,00	0	Jan. &	July.	New York.	18-	j
1st Mortgage	500,000	0 6	Jan.	& July	New York.	1875		1st Mortgage	174,00	0	Jan. &	July	Boston.	1881	
Hunter's Point Extension	175,000	7	Feb.	& Aug	. 4 46	1890				1	- A	July	2000011	1001	
Glen Cove Branch	150,000	6	May	& Nov		1893		1st Morigage, Sterling £220,000. Newcastle and Beaver Valley:	1,100,00	0 6	May &	k Nov.	London.	1867	į
ouisville, Cincin. and Lexington	2,028,000	7	Jan.	& July	. New York.	1897	1	1st Mortgage for \$150,000	125,00	n .	May &	k Nov.	Philadelphia	1882	ĺ
1st Mortgage for \$3,000,000 ouisville and Frankfort:	2,020,00		O anna	- 0 41.3	THOM ZOLK	1001		2d Mortgage for \$100,000	29,50		March	& Sept.	4 madeiphi	1877	
1st Mortgage Louisville Loan	88,000			& July	New York		8	New Haven and Darby:	1		The state of		The state of the s	* Contract	
ouisville and Nashville:	100,000	6		66	" "	1881		New Haven and Northampton:	300,00	100	May &	k Nov	New York	1888	ł
1st Mortgage, Main Stem	1,424,000	0 7	Jan.	& July	. New York	. 199-17	7 98	1st Mortgage	450,00	00	Jan. &	July.	New Haver	1800	į
1st Mortgage, Memphis Branch.	267,000		May	& Nov	7. 46 66	70-7		1st Mort. (Hamps. & Hampd.)	200,00		April	& Oct		1874	
1st Mortgage, Bardstown Branch 1st Mort, Lebanon Branch Ext.	27,500 88,000			& July		1870		New Jersey:	0000		. D		N	-	ĺ
Louisville Loan, Main Stem			April	& No		'80-'8 '86-'8		Company Bonds (var. issues). New London Northern:	850,00	10	Feb. 4	& Aug	New York	175-1	i
Louisville Loan, Lebanon Br	225,000	0 6	May	& No	7. 4 46	1886		1st Mortgage	60,0	00	Jun.	& Dec	New Londo	n. 1875	į
Louisville Loan, Leb. Br. Ext.				& Oc	L u u	1893		1st Mortgage, Extension New Mortgage	370,0	00	March	& Sept	New Londo	1885	į
Consolid. 1st mort, for \$8,000,00 ouisville, N. Albany & Clucago		0 7	1 "			1898	90	N. Orieans, Jackson & Gt. North	230,0	00	7 April	& Oct	New York	1888	į
1st Mort, New Albany & Salen	2,235,000	0 6	3 -	& -	- New York	. 1892		1st Mortgage for \$3,000,000	2.741.0	00	Jan. 6	k July	New York	1886	į
Macon and Brillswick;	1		Ton	e. Test	N W	1001		2d Mortgage for \$1,500,000	1,157,0			& Oct		1890	
1st Mort, endorsed by Georgia. Mahanoy and Broad Mountain:	140,000	0 7	Jan.	oc July	New York	. 1881		N. Orleans, Opelousas & Gt. Wt 1st Mort. construction (80 m.)	n: 1,842,0	00	8 April	& Oct	Now York	. 1889	ĺ
1st Mortgage	250,000	0 6	Jan.	& July	y. Philadelphi	a. 1884		2d Mort. (F.) for \$1,000,000 (80n	1,042,0		Jan. d	k July	New York	1887	
Maine Central:	1 005 00		Feb.					New York Central:	2		1		1	100	
\$1,100,000 Loan \$400,000 Loan			June			170-17	1	Premium, Sinking Fund Bonds	5,946,6		Way &	k Nov			
Bangor City Loan		0 6	April	& Oc	t. "	1874	1	Funding, Sinking Fund Bonds Bonds for B. & N. Falls R.R.C	0. 1,514,0		May d	k Aug k Nov		1876 1883	į
2d Mort. (Penob. & Ken. R. R.	300,00	0 6	Feb.	& Au	g. Bangor.	1870		Bonds for railroad stocks	592.0	00	8 "		" "	1883	
Marietta and Cincinnati: 1st Mortgage	2,454,34	9 .	Feb.	& An	g. Baltimore	1001	100	Bonds for real estate	162,0		6 "			1883	
1st Mortgage, Sterling	1,050,00	0 7	7# "	"	London.	1891 1891	93	Bonds and mortgages Convertible bonds	58,2 210,0		Feb. d	ious. & Aug	14,000	1876	
2d Mortgage	2.500.00		7 May	& No	v. Baltimore	1896	74	Renewal bonds of 1868	2,900,0		June	& Dec		1887	
Scioto and Hocking Valley	300,00	0 7	7 "	44	*	1896		New York and Flushing:	107.0				W W	100	
Tenn. State Loan	. 1.817.93	7 6	Jan.	& Jul	y. New York	. 1890	l	New York and Harlem:	125,0	00	-	ac —	New York	18-	1
1st Mortgage, Convertible	1.293.00	0 7	7 May	& No	V. 41 11	1880		1st Mortgage of 1853	3,000,0	00	May &	& Nov	New York	1873	
2d Mortgage	1,000,00	0 7	Jan.	& Jul	y. " "	1885		Consolidated mortgage of 1863 New York and New Haven:	1,797,0	00	Feb.	& Aug		1893	
Tenn. State, endorsements	· 445.00	0 6	Jan.	& Jul	y. New York	1890		1st Mortgage	1,059,5	00	April	& Oct	New York	. 1875	į
Mortgage (road and land)	1,300,00	0 8	8 May	& No	V. 41 44	1890		1st Mortgage New York, Providence & Boston	n :	. 1			100 100 100 100	1	1
Ark. State Loan	900,00	0 7	Jan.	& Jul	y. " "	1897		1st Mortgage	250,0	00	Feb.	& Aug & Nov	New York		
1st Mortgage, sterling	467,48	9 6	Jan.	& Jul	y. London.	1872		Norfolk and Petersburg:	250,0	00	May d	K NOV	Latinos In Tal	1883	1
1st Mortgage, sterling, convertible	500,00	0 8	Marc	& Sep	t. "	1869		1st Mortgage	110,5	00	7 Jan. d	k July	New York	1877	i
1st Mortgage, dollars, convertible	1,294,50	0	9		Mew Tork			1st Mortgage	303,0	00	8 "	44		1877	ı
1st Mortgage, dollars, convertible Consol. Sinking Fund Mortgag	e 500,00 e 4,207,00		April	æ 00	. 44 44	1882 1882	120	2d Mortgage for \$300,000 North Eastern:	43,0	00	8 "		Norfolk.	1872	i
fichigan Southern & North. Ind		1			ALC: NO	1002	120;	1st Mortgage	700,0	00	March	& Sept	Charleston	1869	į
1st Mortgage, Sinking Fund	6,728,00	0 7	May	& No	v. New York		99	2d Mortgage for \$300,000	145,0		7 "	a	. I the cruser	1868	
2d Mortgage Detroit, Monroe & Toledo Mor	2,693,00		Feb.	& An	g. « «	1877	95	North Missouri : 1st Mortgage of 1865	6,000,0	00	Ton 4	b Taylor	Nam Vork	1000	į
fifflin and Centre County:	1.			1000	A STATE OF THE STA	2010	924	2d Mortgage of 1868	4,000,0		7 Jan. d 7 April	L July	New York	1895	
1st Mortgage	172,50	0 6	6 April	& 00	t. Philadelphi	a. 1885		North Pennsylvania:	200		110000		100 Table 200 1988	O Caro	
dilwaukee & Chicago, (40 miles) 2d Mortgage, (C. & N. W. R. W	182,00	0 ,	Jan.	& Jul	y. New York	. 1874	1	1st Mortgage	260 0	00	d Annil	& July	. Philadelphi		
3d Mortgage, (" "	10,50		June	& De	C. " IOTE	1898		2d Mortgage	276,5	00	7 - April	& Oct		1887	ĺ
Milwankee and St. Pau:	10.00	1	-		1			North Bhore, L. J.:		- 1:	-		1	1 400	
1st Mortgage 370 miles 2d Mortgage	1 200 00		7 Jan. 7 April				954	1st Mortgage Northern Central:		00	7 Jan. d	k July	. New York.	1887	j
1at Mortgage (P. du C.)	9 455 00	0	Feb.	& An	g. 41 41	1884	85 107	1st Mortgage, guaranteed	1,500,0	00	8 J. A.	J. & O	Baltimore.	irred	į
2d Mortgage (P du C.) 1st Mort. (Iowa and Minn. Div.	736,00	0 7	.3 "	44	4 4	1898	95	1st Mortgage, guaranteed 2d Mortgage, Sinking Fund 3d Mortgage, Sinking Fund Consol. Mort. for \$6,000,000	2,500,0	00	g Jan. d	k July			ĺ
1st Mort. (Iowa and Minn. Div. Ississippi Central:	5,785,00		7 Jan.	& Jul	y. " "	1897	88	3d Mortgage, Sinking Fund	1,223,0	00	6 April	& Oct		1885 1900 1900	ĺ
1st Mortgage	1.350.00	0	7 May	& No	v. New York	1873	1			00	g* Jan. d	z July	and steeds up	1900	ĺ
Mortgage	1,997,00	0 8	Feb.	& Au	g. " " "	1876	1111	Company Bonds of 1854	120,0	00	6 April	& Oct	Boston.	1874	ĺ
dississippi and Tennessee :			1	1	Block Strings	" Digital i		Company Bonds of 1854 Northern New Jersey:	200,0		and the	- 1	THE PERSON NAMED IN	A month	j
lst Mortgage. 2d Mortgage for \$1,300,000 Mobile and Girard:	600,00	0	7 April 8 Jan.	& Oc	New York			1st Mortgage North Western Virginia:	400,0	00	7 Jan. 4	k July	New York	18-	l
Mobile and Girard:	2	110	200,16	87	and the state of the	1890	***	2d Mortgage (B. & O. R. R. Co 3d Mortgage (B. & O. R. R. Co	458,5	00	Jan 4	a July	Boltimero	departs.	j
1st Mortgage Bonds	- 417.50	0 9	Tan.	& Jul	New York	1977	1	3d Mortgage (B. & O. R. R. C.	1400	200		-	1	1966	p

AMERICAN RAILROAD BOND LIST. An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Whe		Payable. Where.	Due	Price.	Description of Bonds.	Amount.	Rate.	When.	Payable. Where.	Due	
th Carolina : quipment Bonds of 1857			March &	Sept.	Co.'s shops.	1867	-	Portland and Kennebec: 1st Mortgage	\$230,000	6	April & Oct.	Boston.	1883	
rwich and Worcester:		8	NOS H			1887		Consolidated Bonds	300,000	6		Total S	1895	
st Mort. (Mass. Loan) skg fund	400,000	6	Jan. &	July.	Boston.	1877		1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	
onstruction bonds	124,500 45,000		Feb. &	Ang	а	1877 1870		1st Mortgage (Series B)	875,000	7	Feb. & Aug.	4 4	1912 1912	
teamboat mortgage lensburg and Lake Champlain:	B		-			1		1st Mortgage (Series C)	875,000 875,000	7	March & Sept. April & Oct.		1912	
it Mort. conv. into pref. stock	985,000 300,000		Jan. &	July.	Boston.	1870	100	lst Mortgage (Series E)	875,000	7	May & Nov.	4 4	1912	
o and Mississippi:	000,000	. 0	1-34			'69-'78	102	1st Mortgage (Series F) 2d Mortgage (Series G)	875,000 860,000	7	June & Dec. Jan. & July.	66 66	1912 1912	
t Mortgage, E. Divt Mortgage, W. Div	2,050,000		Jan. &	July.	New York.	1872	991	2d Mortgage (Series H)	860,000	7	Feb. & Aug.	44 44	1912	
Mortgage, W. Div	850,000 556,000		4	44		1872 1874		2d Mortgage (Series I)	860,000	7	March & Sept.	44 44	1912 1912	
come, W. Div	221,500	7	April &	Oct.		1882		2d Mortgage (Series K) 2d Mortgage (Series L)	860,000 860,000	7	May & Nov.	44 44	1912	
onsolidated Mort. for \$6,000,000 onsolidated Mort. sterling	1,652,000 83,420		Jan. &	July.	H H	1898	90	2d Mortgage (Series M)	860,000	7	June & Dec.	44 44	1912	
Creek and Allegheny River:	00,420	***			London.	1898		3d Mortgage Bridge (O. & P. R. R.) bonds	2,000,000 153,000	7	April & Oct. May & Nov.	46 46	1912 1876	
t Mortgage	3,170,000	7	May &	Nov.	Philadelphia.	1897	834	Placerville and Sacramento					100	
Colony and Newport: ompany Bonds	1.000.000	0	March &	Sent.	Boston.	1876	1	1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	
imnany Ronda	458,000	6	April &	Oct.	- 44	1875	96	1st Mortgage Providence, Warren and Bristol:	525,000	10*	10,000	Charles To be to	1002	
ompany Bonds	1,388,000	7	Feb. &	Aug.		1877	103	1st Mortgage	100,000		March & Sept.	Providence.	1872	
ompany Bonds	400,000	6	May &	Nov.	New York.	1873	100	2d MortgageQuincy and Toledo:	50,000	8	June & Dec.	44	1877	
Mort (Charlotte to Lyncho.)	1,130,500	6	Jan. &	July.	16 16	1875	78	1st Mortgage	500,000	7	May & Nov.	New York.	1890	
h Mort.	573,500	8	May & March &	Nov.		1873	854	1st Mortgage	A LONG			37 371	1000	
t Mort. (general)	708,000	7	Jan. &	July.	Alexandria. New York.	1880 1882	75	1st Mortgage, S. F. (68 m.)	1,000,000	7 7	March & Sept.	New York.	1888 1888	
a. State Loan	249,962	6	er	"	44 44	1887	798	2d Mortgage Equipment Bonds, convertible	250,000 296,000		u u		1876	
ge Valley: t Mortgage 5-20 years	200,000	10	Jan. &	July	New York.	1888	****	Reading and Columbia:			Manch & C	Philedel-Lie	1882	
t Mortgage 5-20 years rego and Rome:					ATOW I OFK.	1000		1st Mortgage	650,000 350,000	7	March & Sept. June & Dec.	r madeipma.	1884	
t Mort, guar, by R. W. & O	500,000			Nov.	New York.	1916		Rensselaer and Saratoga:		Ů,	ANTONIA TANCE			
comeego and Syracuse :	200,000	6	Feb. &	Aug.		1891		1st Mortgage (R. & S.)	150,000		Jan. & July.	New York.	1873 1886	
rego and Syracuse: t Mortgage	498,500		May &	Nov.	New York.	70-'80		1st Mortgage (Sar. & Whitehall) 1st Mort. (Troy, Salem & Rutl.) 2d Mortgage (R. & S.)	400,000 500,000	7	March & Sept. May & Nov.	4 4	1890	
Mortgagefic of Mo.:	375,000	7	H.	44	41 44	1885		2d Mortgage (R. & S.)	450,000		Jan. & July.	4 4	'80-'8'	ß
ortgage, construction	1,500,000	7	Jan. &	July.	New York,	1880	9.9	Richmond and Danville: Virginia State Loan	600,000	6	Jan. & July.	New York.	187-188	35
ortgage, construction	700,000	6	- "	14	64 66	771-73	987	Bonds quaranteed by Virginia.	161,600	6	" " "	66 66	75-76	71
t (new) Mortgage	7,000,000	6*	Feb. &	Aug.	New York.	1888	974	Consolidated, coupon	1,298,000		May & Nov.	# #	775-'96' 75-'96	Ä
Mortgage, Sterling	416,000	7#	April &	Oct.	London.	1870		Consolidated, coupon	408,500	6		Richmond.	10-0	1
Mortgage, Sterling	346,000	7#	- Gi	44	14	1875		Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	
erson and Newark :	1,150,000	7*	Feb. &	Aug.	и	1872		Company Bonds, dollar	172,800	7.	11 11	Richmond.	1875	
t Mortgage guaranteed berton and Hightstown:	500,000	7	Jan. &	July.	New York!	1888		Richmond and Petersburg: Company Bonds (coup. & reg.).	130,500	7	June & Dec.	N. Y. & Rich.	1875	
berton and Hightstown:	200,000						****	Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	
t Mortgage endorsedinsular (Michigan):	160,000	7	- «		New York.	1877		Richmond and York River:	600 000	0	&-	New York.	18-	
t Mortgage for \$16,000 per m	1,800,000	7*	May &	Nov.	N. Y. & Lond.	1899	95	1st Mortgage Roanoke Valley (R. & Dan.):	600,000			ATCH TOTAL		
nsylvama: t Mort. Harrisb. to Pittsb.	4,972,000		Ton &	Yester	Dhile Aslahi	2000		1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	169-17	I
Mort. Harrisb. to Pittsb.	2,594,000	6		Oct.	Philadelphia.	1875	101	Rockford, R. Island & St. Louis: 1st Mortgage, convertible, S.F. free	9.000.000	7#	Feb. & Aug.	N. Y. & Lond.	1919	
M. stg.)	2,283,840	6	64	46	London.	1875	98	Rock Island and Peoria:	5,000,000	•				
ate lien on whole property	1,545,000	6	J. A. J. April &	& O.	Philadelphia. Harrisburg.	1910 1890		1st Mortgage	1,384,000	7	- & -	New York.	18—	
ort Bonds and Debentures	8,520,728	6	J. A. J.	& O.	Philadelphia.	'69-'71		Rome, Watertown & Ogdensb.: 1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	
Mortgage guaranteed	2,697,000		- 4		Dhiladalahia	10	****	Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	4 4	1880	7.
nsylvania and New York: t Mortgage guaranteedsacola and Georgia:	2,00 1,000	7	- a		Philadelphia.	18-	931	1st Mort. (Potsdam & Watert.). Rutland and Burlington:	511,500	7	June & Dec.		00- 1	17
t Mortgage	1,185,300		Jan. &	July.	New York.	18-		1st Mort, conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	
Mortgage (Tallahassee R.R.)	206,000 255,000		66	"	4 4	18—		2d Mort. conv. into com. stock	937,500		" "	66	1863	
Mortgageria and Bureau Valley :	200,000	8				18-		Sacramento Valley: 1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	
t Mortgageria, Pekin and Jacksonville: t Mortgage	600,000	8	Jan. &	July.	New York.	18-		2d Mortgage			Feb. & Aug.	Sacramento.	1881	
t Mortgage	1.000.000	19	Jan. &	July	New York.	1007		St. Joseph and Council Bluffs:	1 400 000	10	March & Sont	Boston.	1893	
ciomen:	1,000,000	-	oan. a	omy	THEM TOLK.	1887		1st Mortgage (in Missouri 80 m.) 1st Mortgage (in Iowa 52 m.)	150,000	10	March & Sept.	и	1893	
t Mortgage th Amboy and Woodbridge:	255,000	6	- &	_	Philadelphia.	18-		2d Mortgage (" ")	500,000		&	ш	1882	
Mortgage, guaranteed	100,000		_ &		New York.	18-		St. Louis, Alton and Terre Haute:	1 100 000		Jan. & July.	New York.	1894	
Mortgage, guaranteedadelphia and Baltimore Cent.:	4		-		The Control of the Co			1st Mortgage (Series A) 1st Mortgage (Series B)	1,100,000 1,100,000	7	April & Oct.	66 66	1894	
Mortgageadelphia and Erie :	575,000	7	Jan. &	July.	Philadelphia.	1876		2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	44 44	1894 1894	
Mortgage (Sunbury & Erie.)	1,000,000		April &	Oct.	Philadelphia.	1877		2d Mortgage preferred (Series D) 2d Mortgage Income (Series E).	1,400,000 1,700,000		May & Nov.	66 66	1894	
Mortgage (General)	5,000,000	6	4	4		1881	99 914	St. Louis and Iron Mountain.	A CALL			27		
Mortgage Mortgage for \$3,000,000,	4,000,000	6	Jan. &	July	64	1901	857	1st Mortgage for \$4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	
Mortgage for \$3,000,000, adelphia, Germant. & Norist.:	and the last		-			1885	98	St. Louis, Jacksonville & Chicago: 1st Mortgage (\$15,000 per mile).	2,365,000	7	April & Oct.	New York.	1884	
nvertible Loandelphia and Reading:	116,100	6	Jan. &	July.	Philadelphia.	1882		2d Mortgage (\$5,000 per mile) St. Louis and St. Joseph:	360,000	7	Jan. & July.	66 66	1898	
nds of 1849	401,600	6	April &	Oct	Philadelphia.	1870			1 000 000	08	May & Nov.	New York.	1893	
nds of 1861	106,000	6	Jan. &	July.		1871	103 96	1 St. Louis, Vandalla & T. Haute:	1,000,000				1	
nds of 1836-43-44-48 and 49 nds of 1857, convertible	2,497,800 171,500	6	66	"	u	1880	93	1st Mortgage, S. F., guaranteed. 2d Mortgage, S. F., guaranteed.	1,900,000		Jan. & July.	New York.	1807	
nds of 1836, Sterling nds of 1836, Sterling, conv	182,400	5*	64	4.	London.	1886 1880	100	St. Paul and Unicago:	2,600,000	7		1	1.1	
nds of 1836, Sterling, conv	288,000	7*	66	- 44	et .	'72-'77		1st Mort. S.F. guar. for \$4,000,000		8	J. A. J. & O.	New York.	1900	
ort, bonds of '68, clear of taxes	477,500 2,255,000	6	April &	Oct.	Philadelphia.	1893	83	St. Paul and Pacific 1st Division:	0 5006		March & Sept.	New York.	1892	
adelphia and Trenton:	4		000000			1893	105	1st Mortgage (10 miles)	120,000 700,000	7	Jan. & July.	4 4	1892	
Mort. (Camden & Amboy) . delphia, Wilmington & Balt.:	200,000	6	May &	Nov.	Philadelphia.	1868		2d Mortgage and Land Grant	1.200,000	7	June & Dec.	London	1892	ĺ
ortgage Loan, convertible	385,000	6	Jan. &	July	Philadelphia.	1884	1	General Mort., stg. for \$780,000	*******	7	Jan. & July.	New York.	18—	
nds of 1866	1,000,000	6	April &		4 Prints	771-76	92	St. Paul and Sioux City:	********		W1907-1			
burg, Cincinnati & St. Louis:	945,000	6	4	44	how "	1887	808	1st Mortgage for \$16,000 p. m	100,000	7	Jan. & July.	New York.	1896	ĺ
Mortgage, guaranteedburg and Connellsville:	4,008,000	7	Feb. &	Ano	Philadelphia.	1900	100	Salem and Lowell:	226,900		Feb. & Aug.	Boston.	1876	
burg and Connellsville:	the could		and a land		manufactor.	DOM: A		1st Mortgage Sandusky, Mansfield and Newark :	220,900	-		and the		
Mort. (Turtle Creek Div.) t Mort. (new) for \$4,000,000	400,000		Feb. &		New York.	1889		1 1st Mortgage	1,290,000		Jan. & July.	New York.	1875	
Huron and Lake Michigan	******	.7	Jan. &	July.	Baltimore.	1898	924	Funded Coupons	860,000	7	INTEREST	Vanner of the	1875	-
Mortgage for \$16,000 p.m dam and Watert. (R.W. & O.)	1,800,000	7*	May &	Nov.	N. Y. & Lond.	1899	95	1st Mortgage \$5,000 per mile Schuylkill and Susquehanna:	500,000	7	Jan. & July	New York.	1889	,
						1	****	Cabumillatt and Channahanner			1 9		1	

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Wh		Payable. Where.	Due.	Price	Description of Bonds.	Amount.	Rate.	When.	Where	Due.	1
eaboard and Roanoke:		_						Vicksburg and Meridian:		-	W Hell.	Whele		
1st Mortgage	\$210,000	7	- &	-	New York.	1880		Consolidated Mort.—1st class	\$722,500 850,000		Apr. & Oct	Philadelphia.	1890	1
1st Mortgage	79,873		- 4	_	_ & _			" 2d class	154,000		or }		1890	1
2d Mortgage	52,000		- 4		- & -		****	" 4th class.	1,263,000		Jan.&Jul.	44	1890 1890	1
3d Mortgageelma, Rome and Dalton:	665,000	***	- 4	_	&	*****		Virginia and Tennessee:	494,000	6	June & Dec.	New York.		1
1st Mort. (Ala. and Tenn. River) 2d Mort. (Ala. and Tenn. River) Gen. Mort. (S.R.&D.) free of tax	838,000	7	Jan. &	July.	New York.	1872		1st Mortgage 2d Mortgage	23,500	6	44 44	44	1872 1868	1
Gen Mort. (S.R.&D.) free of tax	241,100 5,000,000	7	April d	Oct	66 66	1864		II So Mortgage (Enlarged)	990,000 138,500	10	4 4	66 66 66 66	1884	1
hamokin Valley and Pottsville:							-	Income Bonds Funding Bonds (\$1,000,000)	736,000		66 66	44 44	1865	ı
1st Mortgage	700,000	7	Feb. &	Aug.	Philadelphia.	1872	****	Warren:				Name Wash	1890	
heyboygan and Fond Lac: 1st Mortgage.	264,000	7	Feb. &	Ang.	New York.	1884		1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	
ioux City and Pacine:		_						Warwick Valley: 1st Mortgage	85,000	7	April & Oct.	New York.	1880	ı
1st Mortgage 2d Mortgage (Gov. subsidy)	1,628,320 1,628,320		April		New York.	1898		Western Alahama				1 1 1 1 1 1 1	1990	
omerset and Kennebec:	1,020,020		Jan. &	July.		1898		1st Mortgage, guar	500,000	7	April & Oct.	New York.	1888	
1st Mortgage	300,000		June &	Dec	Augusta.	1874		West Wisconsin: 1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	
2d Mortgage hore Line (N. H. & N. L.:)	250,000	0	a	44		1876		West Chester and Philadelphia:	1	1		Dhille delable	1	
1st Mortgage, reconstruction	55,000	7	March	& Sept.	New Haven.	1880		1st Mortgage, convertible 2d Mortgage, registered	400,000		Jan. & July. April & Oct.	Philadelphia.	1873	
outh Carolina:						1		West Jersev:		10			1878	
Sterling Bonds £452,912\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	2,612,944 262,366		Jan. &	July.	London. Charleston.	171-186		Loan of 1883 for \$400,000			March & Sept.	Philadelphia.	1883	
Domestic Bonds	418,010		-	ш	66	'71-'88 '73-'74		Loan of 1896 for \$1,000,000	983,500	6	Jan. & July.		1896	
Domestic Bonds	563,500		April		44	'69-'72	2	Western (Boston and Albany). Sterling Loans, £899,900	. 2,051,52	5	April & Oct.	London.	'69_'7	
Domestic Bonds outh and North Alabama:	353,500	7	Jan. &	July.		'88-'91	1	Dollar Bonds	798,00		ii a	Boston.	1875	
1st Mort. (\$16,000 p.m.) endorsed		8	- 6		New York.	1889		western maryland:		1 -	Jan. & July.	Baltimore.	-	
outh Shore:							90	1st Mortgage, endorsed by Bal 1st Mortgage unendorsed	400.00		11 11	66	1890 1890	
1st Mortgageouth Side, Va.:	150,000	6	April	& Oct.	Boston.	1880	90	2d Mort. for \$300,000, end. by I 2d M. for \$300,000, end. by W.Co	300,00	6	66 66	44	1890	
2d Mort., guar. by Petersburg	300,000	6	Jan. &	July	Petersburg.	70-7		2d M. for \$300,000, end. by W.Co	300,00	6	" "	"	1890	
3d Mort. (for City Point R. R.).	175,000	6	4	"	"	'65-'68	8	Western Pennsylvania: 1st Mortgage, guaranteed	. 1,800,00	6	April & Oct	Philadelphia.	1883	
4th Mortgage	317,000	8	1 "	22	New York.	770-77	2	Western Union '					-	
outh Side, L. I.:		-			New Tork.	'84-'9	0	1st Mortgage for \$5,000,000	4,000,00	7	Feb. & Aug	New York.	1896	
1st Mortgage	750,000	7	March	& Sept.	New York.	1887		Whitehall and Plattsburg: 1st Mortgage	250,00	7	Jan. & July	New York.	1873	
outh Western: 1st Mortgage	699,500	8	-	one	Macon.	ame 300		Wicomico and Pocomoke:		1				
outh West Pacific:	1	1	Vai	ous.	Macon.	75-'8	9	1st Mortgage Wilm., Charlotte & Rutherford	150,00	0 6	Jan. & July	Philadelphia.	1888	
1st Mort. guar. by Atl. & Pacific	2,000,000	6	Jan. &	July	New York.	1871		N. Car. State Loan	. 2,320,00	6	Jan. & July	New York.	290-29	۵
outhern Minnesota: 1st Mort. (10-20 yrs) \$20,000 p.m		8	Jan. &	Tuler	New York.	1,000		1st Mortgage guar. by State Wilmington and Manchester:		. 8	" "	"	1897	*
oringfield and Columbus:	1	-	Jan. a	July	New TOIL.	1888	1	Wilmington and Manchester:	HOT 00	7	June & Dec	New York.		
1st Mortgage	150,000	7	Jan. &	July	New York.	1871		1st Mortgage, 1st pref 2d Mortgage, 2d pref	. 725,00 146,00		" "	" " "	1886 1886	
taten Island: 1st Mortgage	200,000	7	Ton &	Tules	New York.	1000		1st Mortgage, 3d pref	. 528.00	0 7	" "	66 45	1886	
terling Mountain:	200,000	1_	Jan. &	July	New Tork.	1886	1	2d Mortgage Wilmington and Weldon:	. 80,00	0 7	May & Nov		1873	
1st Mortgage	350,000	7	-	k	New York.	1874		1st Mortgage Sterling	576,88	8 6	Jan. & July	London.	1881	
ullivan : 1st Mortgage	500,000	6	You 4	Tolar	Poston	1000		1st Mortgage, Sterling	197,77	7 7	May & Nov	. "	1886	
2d Mortgage	250,000		Jan. & Feb. &			1875 1880		Sinking Fund Mortgage	. 508,00	0 7	Jan. & July	New York.	1896	l
yracuse, Binghamton and N. Y.		l						York and Cumberland (N. Cent. 1st Mortgage	175,00	6	May & Nov	Baltimore.	1870	
1st Mortgage	1,720,000	7	April	& Oct	New York.	1876		od Mortgage	500,00		" "	4	1877	
1st Mortgage	528,000	6	-	k	Philadelphia	1876	86	CANAL BONDS.				14.		
ussex:		1 -				1		Chesapeake and Delaware: 1st Mortgage	. 2,254,00	0 7	Jan. & July	. Philadelphia.	1990	
1st Mortgage'ioga:	200,000	6	-	k —	New York.	18-		Chesapeake and Ohio:					1002	
1st Mortgage	250,500	7	May d	Nov	Philadelphia	1872	91	State (Md.) Loan	. 2,000,00		J. A. J. & O		1870	
oledo, Peoria and Warsaw:		-				1012		Bustomed Pands	1,699,50	0 6	Jan. & July	London. Baltimore.	1890 1885	
1st Mortgage (E. Div.) 1st Mortgage (W. Div.)	1,600,000		June			1894	83	Delaware Division:		1			1	
2d Mortgage (W. Div.)	1,300,000	7 -	Feb. d	& Aug		1896 1886	80	1st Mortgage	. 800,00	0 6	Jan. & July	Philadelphia.	1878	
'oledo, Wabash and Western:		1	1			1000		Delaware and Hudson:		0 7	March & Sept	New York.	1870	ı
1st Mort. (Tol. & Ill., 75 m.) 1st M.(L.Erie, W.& St.L. 167 m.	900,000	7	Feb. d	k Aug	New York.	1890	93	18t Mortgage (new)	1,500,00	0 7	May & Nov	" " " "	1877	
2d Mort. (Tol. & Wabash 75 m.	1.000.000	7	May &	k Nov		1890	85	Delaware and Raritan (See Car	n den and		mboy R. R.)		1	
2d Mort. (Wab. & West. 167 m.	1,500,000	7 :	- 14	41		1878 1871	1	Erie of Pennsylvania: 1st Mortgage	673,79	8 7	Jan. & July	Philadelphia	1005	
Equipm't Bonds (T. & W. 75m. Consol. M. (T., W. & W. 499 m.	600,000	7	# NF	66		1883	77	Interest Dongs	161,96		"	4	18—	į
roy and Boston:	1 -,,		F. M.	A. & N	1 " "	1907	81	Illinois and Michigan :			April & Oct	T		
1st Mortgage			Jan. d April May	July	. New York.	1887		Ill. State bonds, sterling, coupo Ill. State bonds, sterling, reg	n 767,22 500,96			London.	1870 1870	
2d Mortgage	650,00		April	& Oct		1885		Ill. State bonds, stg. coup, & re	2. 32.70	0 6	* "	New York.	1870	,
3d Mortgage Convertible Bonds	325,00	0 7	March	& Sent		1875 1882	***	I III. State Dus, cur, coup, & re	g. 35,40	0 6	Jan. & July	. "	1870	ł
roy Union:		l a		•			1	1st Loan	384,16	2 6	J. A. J. & C	. Philadelphia	1870	
1st Mortgage, guaranteed 2d Mortgage, guaranteed	500,00 860,00		Jan. d	July	New York.	1873		· 2d Loan	5.606.19	2 6			1884	
2d Mortgage, guaranteed Inion Pacific:	000,00	1	_			1878		Gold Loan	2 000 00		June & Dec		1897	
1st Mortgage, free	27,237,00	0 6	Jan. &	t July	. N.Y.&Bosto			Convertible Loan	1,201,88			- 4	1897 1877	
Land Grant bonds for 10,000,00	7,864,00	0 7	Anvil	& Oct	N.Y.&Bosto	195-19		Monongahela Navigation		1			10	ĺ
Income bonds nion Pacific—Central Branch:	8,163,00	0 10	Mar.	& Sept	Boston.	772-77			125,00		Jan. & July	Pittsburg.	1887	
nion Pacific—Central Branch:		1 -		-				Morris (and Banking):	57,00			"-	18-	٠
1st Mortgage 2d Mortgage (Gov. subsidy)	1,600,00			k Nov				. 1st Mortgage	465,50		April & Oc	Jersey City.	1876	į
nion Pacific - Eastorn Divisida			Jan.	k July		1895		2d Mortgage	302,7		44 44	"	1876	
lat Mortgage on Lie miles	. 2,240,00		Feo.	& Aug	New York.	1895		Boat Loan		6		100	1885	1
2d Mortgage (Gov subsider)	4,063,00	0 6	"June	& Dec		1896		lst Mortgage	. 590,00	0 6	May & Nov	- Philadelphia	1876	,
ist Mort. (Leavenworth Rr)	800 00	0 7	Jan. May	k Nov		'95-'9 1896		Schuylkill Navigation :						
Land Grant Mort. for \$500,000. Income bonds \$10,000 p. m ermont Central:	361,00	0 7	March	& Sep	66 66	771-7	6	. 2d Mortgage	1 2 080 6		* March & Sep Jan. & July	Philadelphia	1872	
Jermont Central	4,275,35	0 7	March	1, '71.	44 44	1916	1	. Improvement Loan	1,601,6		34 4- 37		1876	
lat Mortgago	0 000 00	0 7	June	& De	Dogton	1000	100	Susquehanna and Tide Water:			121 121			
2d Mortgage	1,500,00	0 7	46	66	Philadelphia	1886 1891	86		1,060,00		Jan. & July	Baltimore.	1885	
2d Mortgage Equip. Loan (Vt.C. & Vt.& Ca Vermont and Massachusetts:) 1,000,00		May	& Nov	Boston.	777-'8	9	Preferred Interest Bonds	1,250,00	00 6		a di	1878	
1st Mortgage	. 550,00	0 0					1	Union (Pa.):	- NE -		1. 1. 1. 1.	mn		
1st MortgageVermont Valley:	500,00					1883	92	1st Mortgage West Branch and Susquehanna	3,000,0	00 0	may at Not	· Philadelphia	1883	1
lst Mortgage	386,00	0 7	April	& Oc	l. New York.			lst Mortgage, sinking fund Wyoming Valley:	750,00	00 0	Jan. & July	Philadelphia	1878	j
	114,00	0 6	1 4	86	Boston.	1860	1	Warming Wallers		1 "	1	- The state of	12010	d

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An actorion in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad" A dash (—) across the column signifies "nil," and running dots (....) signify "not see

Value	Sharos	Market.	P
-	-	Dividends.	
ngs.		Net	\$\\ \$\text{\$\ext{\$\text{
Earnings		Gross.	20,900 20,900 1,005,749 1,005,749 1,005,749 1,005,749 1,005,749 1,005,749 1,005,749 1,005,442 1,005,
	ne mile.	Freight.	\$\frac{8,429}{4,280,139}\$\frac{8,429}{5,280,139}\$\frac{1,746,527}{1,746,527}\$\frac{1,746,527}{1,746,527}\$\frac{1,280,139}{2,280,812}\$\frac{1,280,812}{2,80,812}\$\frac{1,280,812}{2,80,812}\$\frac{1,280,812}{2,80,812}\$\frac{1,280,812}{2,80,812}\$\frac{1,280,812}{2,80,812}\$\frac{1,280,812}{2,80,812}\$\frac{1,280,812}{2,80,812}\$\frac{1,280,812}{2,914}\$\frac{1,280,812}{2,914}\$\frac{1,280,422}{2,9
Operations.	Carried one mile.	Passen- gers.	10,719 1
9	-	Trains Moved.	M. 15,972 15,972 291,226 291,226 291,226 418,896 691,644 131,819 201,382 201,382 201,486 201,644 201,6
		ailroad erated.	New Year
		Surplus Income.	8,668 30,31,470 60,000 60,000 421,550 410,615 8,214 8,214 8,214 55,590 109,496 55,590 109,496 109,486 10,615 10,615 10,616 109,486 10,616 109,486 10,616 10,
1	ties.	Accounts.	418,7111 418,7111 6,613 1,046,166 170,130 104,934 44,457 778,489 44,457 778,489 111,209 111,209 111,209 111,209 111,209 111,209 111,209 111,209 111,209 111,209 111,209 111,209 111,209 111,209
Sheet.	Liabilities	Bonds,	\$81,000 \$1,751,750 \$1,
Balance Sheet	1	Stocks.	185,000 1.15,000
General		Accounts and Cash.	28,051 11,052 1,11,05
Abstract of	ts.	Assets	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
A	and Assets.	Rolling Stock.	1 1 1 1 1 1 1 1 1 1
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		Севералісь.	and Chattanooga. New Y as and Steaquehanna † New Yalloy Yalloy Yalloy Yalloy New Hampia and Great West. N. Y. Fenn. and Guif * Geogram And West Point * And Mount Morris * Now Hampia and St. Lawrence Me. N. H. & Fencesco and Mount Morris * Now Yalloy Yogue and Mount Morris * Now Y wing Source and Mount Morris * Now Y wing Yogue and Mount Morris * Now Y went To an and Flitchburg * Now Y wing Young Corning * Now Y wing And Albany * Now Y wing Now Y wing Now Y wing And Manie * Now Y wing Now Y wing Now Y wing Now Y wing Allanto * Now Y wing Allanto * Now Y wing Now Y wing Now Y wing Allanto * Allanto * Now Y wing Allanto * Now Y wing Allanto *
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Valu	Shar	Par.	4
_	1	dvidends.	
ngs.		Net.	
Earnings.		Gross,	
-	ne mile.	Freight.	Mone
Operation	Carried one mile.	Passen- gers.	Mr. Land
		Trains Moved.	116
	Ra	ilroad erated.	12
		Surplus Income.	
	dabilities.	Accounts.	
e Sheet.	Liabi	Bonds.	1
al Balanc		Stocks.	
of Gener	a	Accounts and Cash.	
Abstract of General Balance Sheet	sets.	Assets.	
	ty and As	Rolling Stock.	
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			AMERICAN RAILROAD JOURNAL.
alue	Shares.	Market.	P. C.
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ngs.		Net.	1,813,076 1,813,076 1,813,076 1,813,076 1,813,076 1,769,356 1,769,356 1,769,356 1,769,356 1,769,356 1,769,356 1,769,356 1,769,356 1,769,356 1,769,356 1,769,356 1,769,376 1,76
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	Carried	Passen- gers.	Number. 22,757 22,757 880,706 890,706
		Trains Moved.	M. (Operator) 17.248.774 25.980 (Operator) 25.98
_		ilroad erated.	282.00
		Surplus Income.	\$ ated.) 1.55,517 229,000 29,000 241,255 241,255 241,856 86,375 280,254 889,375 290,254 242,152 119,162 119,162 772,855 889,528
100	Liabilities.	Accounts.	\$ 9,000 9,000 9,000 113,010 113,010 113,010 113,010 11,023 11,023 11,023 11,023 11,023 11,023 11,023 11,023 11,023 11,023 11,023 11,033 11,108 11,
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Abstract of	Assets.	Assets.	700,000 2
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Earnings.		Gross.	920,544	277,622	67,705	229,868	1,180,386 387,060 750,625	800	R. R.) 5,066,650	1,910,162	1,788,406 567.568		410,871	856,247 943,607	42,834	758,785 537,378 50.)	456,892	3:	445,950	000	79,247 608,067 450,135	1,026,580
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		diroad erated.	207.5 68.0	13.0	12.0	ne	73.0 84.6 111.0	49.9	700.0	100.0 405.0 59.0	184.6	140.0	10.3	138.0		181.0	117.0	45.7	13.6	(Leas 108.0	161.0 108.0 102.0	178.0
		Surplus Income.	\$ £ 130,224		80	wego Li 33,414	957,278	430,997				392,872 618,143					223,154 850,881	::		9 9	61,090	
1	ties.	Accounts.	\$86,015	65,000		and Os 21,181	148,488	83,820 443,289			111,646	882 533 372 297	TOT-	175,911		1,596,447	1,000 749,297 403,385	81,132			120,553	536,411
ice Sheet.	Liabilities	Bonds.	430,000	350,000	200,000	Rondout		1,575,000	70,000,000	83,000	5,500,000	1,997,698 1,919,550	611,400 85,000	959,600	1,200,000	1,400,000	2,000,000 1,550,740		2,089,400	1886	813,511 813,511 14,004,387 1,049,260	7.762,720
13		Stocks.	3,210,000	800,000 448,700	274,400	of the 250 700	1,988,150 576,400 5,700,000	6,700,000 1 607,111 274,400	510,000		2,500,000 5,500,000 5,000,000	\$16,164 \$57,408 \$,353,679	1,547,650	684,046 Georgia.)		3,267,693 1,208,750 ruction.)	1,195,000 1,147,018	1,270,400 317,050	1,983,563	1,633,350 14,997,300	8,739,800 2,200,000	797,185
of General		Accounts nd Cash.	227,634			m a par t 45,818	425,977	108,077			70,082	205,698 147,308	nda of r	a Kee Ged		er const	100,000 39,269 123,653	::":			57,235	
Abstract of General Ba	Assets.	Amete.	208,792	598,699		22,006	677,235	8,601,740			75,862	175,540 33,759	Cln ha	075 by		364,219 620,770 (Und (Und	1,334,480 754,996	15,250			13,570,597	221.600
	and	Rolling Stock.		4,100	**	39,727	286,827	362,249			* 207,343	541,814	**	191,365		849,898	100,000	169,623				
	Property	Railroad.	8,719,813	\$56,301 501,122 444,600	474,400	308	1,990,705 832,602 9,100,000	1,923,732	1,000,000	4,800,000	10,500,000 3,258,600	1,221,886 8,049,268 5,540,788	2,059,050	08,26	1,025,016	- m m	200,000 820,000 2,791,302 3,411,758	C3 C5 C5	3,320,736	2,453,000 6,888,184	4,455,000	3,451,000
Railroad. Rolling Stock.		Companies	SouthwesternGeorgia. Spartanture and Union T. South Carolina.	6 Staten Island 42 Sterling Mountain Stockbridge and Pittefield Mass.	Sullivan and ErlePennsylvania. Sussex	Syracuse & Chenango Valley, New York, Taunton BranchMassachusetts.	Tere Haute and IndianapolisIndiana. Toga. Toledo, Peoria and WarsawIllinois.	Toledo, Wabash and Western, O. I. & III. Troy and Boston	Troy and Greenfield TMassachusetts. Tyrone and ClearfieldPennsylvania. Union PacificNebraska, &c.	62 Union Pacific (Central Branch)Kansas. 4. 62 Union Pacific (Eastern Division). Kansas. 6. 71 Utica and Black River	Vermont and Massachusetts . Mass. & Vt.	Vermont Valley Vermont Vermont Vicksburg and Meridian Mississipple Virginia Central Transfer Virginia	Warren Warren Warren Warren Warren Warren Warrick Valley Warren Warrington Warren Warrington Warren	Washington County	Western Maryland T	Western Trains'y animals Western Trains'y animals State Western Trains's will seem to a final see Western Wisconsin West Wisconsin Whitehall and Plattsburg Wew York.	White Mountains	Wilton New Hampshire, Wilton Hampshire, Winchester and Ashuna N. Hampshire, Worcester and Nashua N. Kampshire, Wrightsville, York and Gettysburg, Penn,	Unesapeake & Delaware Canal. Del. & Md.	Chesapeake and Ohio Canal Md. & Va. 19,506,5399 Delaware Division Canal Pennsylvania. 2,453,000 Delaware & Hudson Ganal.Penn. & N.Y. 6,888,184 Delaware and Ponten Committee of the Commit	Ledware and Asarian Canari, New Jersey. **,000,000 Lehigh NavigationPennsylvania. 4,455,000 Morris CanalNew Jersey. 8,382,200	Pennsylvania CanalPennsylvania. Schnylkill NavizationPennsylvania.
Rolling Stock.	-	Freight. B. M. E. Fass. Engines.	20 20 20 20 20 20 20 20 20 20 20 20 20 2	110	12 14 8	8 8 1	20 20 20 20 20 20 20 20 20 20 20 20 20 2	13 13 6 2	176 58 26 2,8	20 12 10 10 1 10 1 10 1 10 1 10 1 10 1	65 42 16 1,1 15 16 9 2	26 13 11 184		10 17 4 51 52 15 10 575	404 202	27 16 12 17 42 11 1 12 42 11 1 12 4	14 1 14 1 14 1 14 1 14 14 14 14 14 14 14	1 : 1				
Railroad.	2d Br	allroad in rogress. Track and Sidings, anch Line. Main Line.	M. M. M. M. 107 5 100.0 6.5	130 0.6 7.6 1.0 11.9 1.3		0.6	25.0		30.0 14 15.0 57.5 8.8 8.5	100.0 406.0 83.0 2.9 27.2 59.0 60.0		28.7 140.0 188.6 188.6	111	26.4 4.5	3.0	181.0 8.1 8.3 8.3 8.3 8.3 8.3 8.3 8.3 8.3 8.3 8.3	20.8 65 23.0 65 142.0 15.0 15.0		18.6	108.0 108.0 108.0		08.3

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

				HORSE PASSENGER	RAILR	OAD 8	HARE	LIST.	Wat !	15		-	. 1	_	PASSENGER RAII	-	-	8.	_
- 1	h rle track.	nies.	80		oad and ment.	pital	Indebte	dness.	Earnin		s on paid		alue		Companies.	ding.	Pay-	rincipal Payable,	Market
Years nding.	Length equiv. single track	Horses av Dummie	Car	COMPANIES.	Cost of Road s Equipment.	Share Capital	Bonded Debt.	Floating Debt.	Gross.	Net	Dividends	Par.	Paid.	Market.	Albany: 1st Mortgage Bleecker St. & Fulton Ferry:	40,000	pe 7 J.& J.	18-	
	m.		No				8	8	8	. \$	р. с.	8			1st Mortgage Broadway (Brooklyn):	694,000	9 300		
t. 30, '68		91	12	Albany st. Freight (B'ton). Mass.	-	98,900 150,000	40,000	5,000	57,580	Loss.	_	100 100	100 100	••••	1st Mortgage Broadway and 7th Avenue:	35,000		18-	-
31, '68	3.25 31.00	12 480	80	Allentown	72,674	31,500	29,814	12,191	6,771	3,093		100 100	100 100	19	1st Mortgage1, Brooklyn, Bath & Coney I.	600,000	7 J.&D		
. 30, 68	3.53	401	50	Bieeck. st. & F.F. (N.Y.C.)N.Y. Boston and ChelseaMass.	110,000	900,000	694,000	40,713	302,566 8,800	51,760 1,193	6.8	100 100.	100 100		1st Mortgage Brooklyn City:	80,000	7 J.& J		1
30,168	10.76	162 791	106	Broadway (Brooklyn)N.Y. B'dway & 7th Av.(N.Y.C.)N.Y.		2,100,000	1,600,000		115,172 664,652	184,914	8.0	100 100	100 100		1st Mortgage Brooklyn City & Newtown	300,000			ı
30,'68	8.00 74.00	10 1420	30 291	Brooklyn, Bath & Coney I.N.Y. Brooklyn City	156,838 1,164,204	99,850 1,500,000	80,000		24,517 1,197,309	283,938		100 100	100 100		1st Mortgage Brooklyn, Prosp. P.&Flatb.	300,000	7 J.& J		١
30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb. N. Y.	569,620 434,600	254,600	300,000	1,487	121,425	-	-	100	100		1st Mortgage	45,000			
30,'68 30,'68	15.21		53	B'klyn & Rockaway Beach. N.Y. Buffalo street	214,489 318,909	50,000	186,000	109,500	20,621 99,734 20,508	9,021 17,427 72	-	100 50 100	100 50 100		Buffalo street: 1st Mortgage	186,000		1	1
30,'68	28.52	-		Bushwick (Brooklyn) N.Y. Cambridge (Boston) Mass	264,982 731,671	282,200 727,800		94	18,645	89,058 4,097	9.0	100	100	101	Cambridge (Boston):	1			
30,168	36.00	561	149	Central City (Syracuse)N.Y. Cen. P., N.& E.R. (N.Y.C.)N.Y.	29,758 1,627,021	21,130 1,065,200			512,962			100	100 100		1st Mortgage sinking fund Central Park, N. & E.River	626,000	7 J.& J		
31, '68 31, '68	7.25		37	Cincinnati streetO. Citizens'(10th&11th sts.)(Ph.)Pa	179,635	192,750		H 200	227,369	95,876			19		1st Mortgage Citizens' (Pittsburg): 1st Mortgage	56,300			1
31, '68 31, '68	8 6.50	-		Citizens' (Pittsburg) Pa City Passenger (Cin.) O					139,864		24.0	100	100		Coney Island and Brooklyn 1st Mortgage				
30,'68	3 22.89	792	116	Coney Island (Brooklyn)N.Y Dry Dock, E.B. & B. (N.Y.C) N.Y Dunkirk and FredoniaN.Y	645,925	1,200,000	700,000	2,448		135,905		100 100	100 100		D. Dock, E Bdw. & Battery 1st Mortgage	700,000			
30, 68	1.63	10	160	Easton and S. Easton Pa Eighth Avenue (N.Y.City)N.Y.	42,605 24,275 1,455,161	26,000	500	-	8,721 10,444 804,791	3,443 3,732 190,391	2	25 100	25 100		Eighth Avenue (N. Y.): 1st Mortgage	203,000	1.1.	-	
30,168 31,168 30,168	8.00	52	9	Fairhaven and Westville Conn	152,917	150,000)		6,761	2,468	-	100	100		42d st.& G'd st. Ferry(N.Y.) 1st Mortgage				3
30,168	15,38	387	50	Fifth Ward (Syracuse)N.Y 42d st. & Gr'd st. F.(N.Y.C.)N.Y Frankford & Southwark(Ph.)Pa	1,041,204 762,491	748,000	260,000		341,781 299,228	85,664 56,713	10.0	100	100	39	Real Estate Frankford and Southwark	100,000	7 var.	var.	
31, '68	8 3.25	16	5	Genesee & Water st. (Syr.).N.Y Germantown (Phila.)Pa	54,200	42,50	9,000	400	8,6\$3 322,4\$9	158 85,644		-	15	28	1st MortgageGermantown:	200,000	7 34	1. 1869	8
31, '68 31, '68 30,'68	5.40	125	25	Girard College (Phila.)Pa Gr'd st. & Newtown (Bk'n)N.Y	171,712	170,00)	-	117,342 72,870	25,119	8.5		17	33	1st Mortgage Green and Coates (Phila.):	350,000	70.4	1. 1874	4
31, '68	5.09	0.34	4:	Green and Coates st. (Phila.). Pa	236,220				187,103	22,88				39	1st Mortgage	. 100,000	7 J.&	J. 1870	(
30, 68	8 10.00		28	Greenpoint & Wmbg. (Bkn)N. Y Harlm.Br., Morr. & F'dham. N. Y Harrisburg City	239,063 60,120				63,945 9,279		-	100	100 24		1st Mortgage Harl. Br., Morris'a & Fordh	30,000	0 7 J.&	J. 18-	
31, '68	9.00	19	. 6	Hartford & Wethersfield . Conn	180,000	180,00	0	-	262,821	40,43		- 100 - 50	100	15	1st Mortgage	130,000	0 7 J.&.	J. 187	-
31, '68	8			Hest., Mant. & F'mount (Ph.)Pa Hoboken and Hudson City. N.J Hoboken and Weehawken . N.J											1st Mortgage	. 165,70			
30, 6	8 2.50			Hudson Av. (Brooklyn) N V	161 535	106,70	0 74,00	0 9,272			-	100	100		1st Mortgage Lombard and South st.(Ph.	74,000	140		
30, 6	8 3.56	22	3 2	Jersey City & Bergen Point.N.J. Kingston and RondoutN.Y Lombard and South st. (Pb.).Pa	78,989 165,627			10,560	20,971 70,353		0 34	100 25	100		1st Mortgage Lynn and Boston:	62,500		_	
30,'6	8 4:00	4	5 .	Use Lynn and Boston Mass	69,416	55,83	0	2,080	129,240	3,41	1	- 100 100	100	20	1st Mortgage sinking fun Malden and Melrose:	d 50,000		4	
. 30, 6	8 3.60)		Malden and Melrose (Btn). Mass Marginal Freight (Boston). Mass	177.624	j	52,60		24,47			100	-	30	1st Mortgage, guaranteed Metropolitan (Brooklyn):		1		
. 30, 6	8 3.0	9	7 -	Medford & Charlest, (Btn). Mass 6 Merrimac Valley	27.500	21,00	0 6,50	12,810	18,01	2,24	9 -	- 100 - 100	100	30	Middlesex (Boston :				
30, 6	8 6.00	79	1115	6 Metropolitan (Boston) Mass	11.543.720	194,00	0 191,90		34,10	6,20	9	- 100	100		1st Mortgage sinking fun Ninth Avenue (N. Y.):		4 4100	1 (0)	
. 30,16 L 30,16	8 7.4	2 250	1 4	Middlesex (Boston)Mase Ninth Avenue (N. Y. City)N.Y	522,834 468,325	400,00	0 91,90		206,64	16,65	9	- 100 - 100	100	73	Orange and Newark:	. 167,00		o Chi	
. 30,16 . 30,16	8 3.3	9 1	8	4 Northampton & Wmburg. Mass 2 North Woburn (Boston) Mass	300,000	300,00	0 8,00	0 4,429	13,88	4 56		-100 -100	100	1	1st Mort. Broad street 1st Mort. O. & N. R. R.	. 100,00	0 6 J. &	J. 188	3
31, '6	8 7.2	5 7	7 2	Oakland & E. Liberty (Pbg.).Pa Orange and NewarkN.J	682,438	289,55	0 380,00		49,92	9	9 =	- 50 - 50	50		2d Mort. O. & N. R. R Philadelphia City:			-	
31, '6	8 3.8	3	0	Passenger (Cin.)	110.90	7 104,02	8		16,00	3 Loss	. 15.	- 100 100	100		Philadelphia and Darby:	. 200,00		10	
31, '6 31, '6	8 7.0	7 27 5	0 .1	Philadelphia City (C. & W.).Pr 4 Philadelphia and DarbyPr	446,26 260,41	9 160,00			40,37	4 11,62	2 4.	50 20	20	12	Pittsb., Allegh'y & Manch		1 ball		
31, '6	8 8.5	5 10	3 2	8 Philadelphia & Gray's Ferry P. 8 Pbg., Allegheny & Manchest P. 2 Pittsburg and Birmingham . P.	293,548 143,12	3 124,00	0 23,00	0 16,950	133,26	3 16,27 6 15,79	8 7.	8 50	31		1st Mortgage	66,42	11	010	
31, '6	8 6.8	8 9	0 1 2 1	6 Portland	108,48 160,30	0 160,30	0	- 600	45,00	6 8,48 7 12,80	9 7.	100	100		Ridge Av. and Manayunk 1st Mortgage				
31, '6	8 8.0	0 4	8 1	Ridge Av. & Manayunk(Ph.)Pr Rochester and Brighton N. Y	8 77,646 179,63	5 120,50	63,30	0	36,11	Loss		- 100 - 50	25	12		15,00			
30, 6 30, 6 31, 6	is 7.8		6 2	5 Salem and DanversMas Schuylkill River (Phila.)Pa	8 182,84	5 150.00	0 32,16		31,49			- 100 - 100	100		1st Mortgage Second Avenue (N. Y.):	. 32,10	00 6 J.&	J. 18	
31, '6	38 3.9 38 16.0	6 59	7 9	Second Avenue (N.Y. City)N.Y	1,452,39	3 800,00	0 700,00		512,66	71,70	6	- 50 - 100	100		1st Mortgage	700,00	0 7 J.&	D. 18	1
31, '6	38 16.0 58 33.0 58 5:6	0 48 2 11 2 65	0 .1	7 17th and 19th street (Phila.) Pr	116,91	8 130,00	0	- 37,408	79,75	1 177,85 4 11,56	9	- 50	13		1st Mortgage	9,30	00 7 J.& 00 7 J.&		
i. 30, '6 v. 30, '6	58 8.3 58 3.6	7 00	-	4 Sixth Avenue (N.Y. City).N.Y. Somerville (Boston)Mas South Boston	8 75,00	0 75,00	0	-		1 140,80	0 6.	100	100		Sixth Avenue (N. Y.):	250,00	1		
v. 30,'6	68 25	0 1	3	4 Stoneham street (Boston) Mas Sub-Urban (Boston) Mas	8 39,34	4 33,00	0	12,04° 1,500		20,97 1 Loss		- 100	100		1st Mortgage Syracuse and Geddes: 1st Mortgage	25,00		A ED	
v. 30,'6 t. 30,'6	68 6.7 68 2.0	7 2	0	e Syracuse and Geddes N. 3	25.97	8 25,00	0 25,00	0	14,38	4,78	1 4.		100		Third Avenue (N. Y.): 1st Mortgage		100		
. 30, 6	08 4.3 68 7.2	8 20 5 149	0 3	Syracuse and OnondagaN.1 10th & 11th sts. Citizen's Ph.)P. Third Avenue (N. V. City.) N.	31,00 a 179,63	5 192,78	0	- E 004	7,88	9 95,87	6 32.	1 50	19	1 68	Real estate	500,00	0 va r. v	ar. va	
t. 30, (c t. 30, (c t. 30, (c t. 30, (c t. 30, (c t. 30, (c t. 30, (c	68 18.0	142	-	Third Avenue (N. Y. City).N. 13th and 15th streets (Phila.).P	a		0 1,500,00			6 274,58				. 2	2 Let Montenero	. 100,00	7 A.4	0 18	7
t. 30, 6	08 3.4 68 12.3	0 4	9 2	Troy and Albra	7° 363.96	7 250,00	100,00	13,976 0 81,09		Loss Loss		100	100	1	Real estate mortgages Utica, Clinton & Bingham	30,20	00 6 va	r. va	1
v. 30, 4	68	44		Troy and CohoesN.1 Union (Boston)Mas	8 311,87	9 200,00	30,20	0 132,26				- 100 100	100	103	1 1at Mortgage	200,00	0 7 J.&	J. 188	8
		0 2	20	Utica, Clinton & Bingham. N. Van Brunt st. (Brooklyn). N. Wateryliet (Albany)	P* 07 00	0 75,00	00 12,00	0 1,61	2 17,92	5 3,20	1 4	100	100		1st Mortgage West Hoboken:	. 131,00	0 7 J.&	J. 18	7
ot. 30,'(c. 31, '(68 15.5 68 5.8	0 10	-	West Hoboken	J 100,00	0 40,0	60,00	00	THE REAL PROPERTY.	3 31.3	0 4	100	0 100		1st Mortgage	. 61,00	0 7 M&	N 18	7
pt. 30, '(pt. 30, '(pt. 30, '(pt. 30, '(pt. 30, '(pt. 31, '(pt. 31, '(pt. 31, '(pt. 30, '(pt. 30	68 13.5 68 4.2	8 1	4	A Wilkesbarre and Kingston P	00 22	5 375,00 3 50,00 7 15,60	100,00	- 8,50	0 321,37 0 13,88	4 43,74 3 5,88 5 1,31	18 16	0 50 50	50	64	1st Mortgage	. 100,00	00 7 J.4	J. 180	0
1. 31, 4	67 1.0	2 1	0	4 Williamsport	62.15	7 15,6 2 57,2	50 72,00	1,12	7 3,56 - 4,20	5 1,31 0 3,74		- 2	5 2		Worcester: 1st Mortgage	. 72,00	00 6 A.4	0 18	7

PREFERRED & GUARAN		-			WHOLESALE PRICE CURRENT. IRON—Dury: Bars, 1 to 14 cents per lb.; Railroad, 70	New York Sto	r the w	eek en	ding J	fune 1,	
Marked with an asterick (*) are guar thus (†) have equal dividends wit	anteed by	les	sees	and	cents per 100 lb.; Boiler and Plate, 11 cents per lb.; Sheet, Band, Hoop and Scroll, 11 to 11 cents per lb.; Car	nton CoTh.26	F.27.8	Sat.28.	M.30.	Fu.31.	W.1
thus (1) have equal dividends with	ay gonneon				1 ig, 40 per ton, 1 onshed, o cents per in.	ntral Pacific 68 934	934				
		Div	v'ds	6.6	Pig, Scotch, No. 1per ton.34 — @ 37 — Cer Pig, American, No. 1		***	1094	1161	109½ 116	117
COMPANIES.	Amount	6	1-1	ark	Pig, American, No. 2	pref 118				****	****
	out- standing.	Rate.	Paid.	Mari	Pig, American, Forge	S. F		****	****	****	****
			-	-	Bar, Swedes, assorted sizes(gold).85 — @ 97 50 —Store Prices.— Chi	Inc. Dds		****			
RAILROAD STOCKS: Atlantic & Gt. West'n (O. D.,) pref.	#1.919.000	7			Bar, Swedes, ordinary sizes	** 88, 1883			****		114
Atlantic and St. Lawrence guar	2,404,000	-78	4		Bar, Refined	ni. & Gt. Eastern 1st m ic. & Northwestern . 821	****			****	****
Baltimore and Ohlo, pref Berkshire,* guaranteed	3,000,000		6	****	Scroll 87 50 @115 -	pref 897	817	815 898	81	814 884	818 881
Blossburg and Corning, guar Boston, Concord and Montreal, pref.		5	5		Ovals and Half-round	1st M				95	
Boston, Concord and Montreal, pref. Buffalo, N. York and Erie, guar	1,840,000 950,000		6 7	754	Horse Shoe 95 — @ — —	Consol	924	****	934		****
	600,000	7			Rods, \$@3-16 inch	ic., Rock Isl. & Pac119; icago & R. I. 7s, 1870	-	118		118	119
Datawissa, * prof. and guar	2,200,000 589,110		7 9	77	Nail Rod	1., R. I. & Pa. 78, 1896	984	****	****	****	****
Ledar Rapids & Missouri, preferred					Sheet, Russia, as to No.'s	ev., Col., C. and Ind., 79	794	1097	794	1001	79
and guaranteed	755,000 400,000		34	29	Rails, English(gold)per ton. 59 — @ 60 —	2 M		108	108%	1091	1094
hemning * guar	380,000		6		Rails, American, at Works in Pennae'y. 71 — @ 72 — Anvils, (Eagle)per lb currency. — 8 @ — —	3 M	****	787	79		****
The sub-lane samplesmost	2,017,815 2,425,400		10	914	STEEL-DUTY: Bars and Ingots, valued at 7 cents per Cle	ev. and Toledo	****	104		****	****
chicago and Alton, pref	2,600,000		10		1b., or under, 2t cents; over 7 cents and not above 11, 3	S. F. 78 L, Chi., & Ind. C 194		****	****	191	191
hicago and Northwestern, pressure	2,056,000	7	108	901	cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)	1 M 824	191 821	825	825	82	82
Heveland and Toledo," Kuar	6,250,000		34		English Cost (9d and 1st quality) nor lb _ 15 @ _ 19	mberland Coal pref	63{		62	62	63
Cochecho, preferred	177,750	8		***	English Blister (2d and 1st quality) 10 @ 17 1 1701	l. & Hudson Canal1241	1234	123	1224	1231	****
	1,822,100		6	901	English Machinery 114@ - 14 Del.	l. Lack. & Western.111	110	1107		111	••••
Jumberland Valley, 186 prof.	241,900 242,000		8	1144	English German (2d and 1st quality) 13 @ - 15	2 M. 7s	****	****	****	****	974
Nolowana W constanteed	594,261		6	****	American Cast Tool do	buque & Sioux City.105	105	001	003	107	****
tetroit Ac Milwallkee," preferred and					American, Spring, do. $\dots - 9 @ - 12$ Eric American Machinery do. $\dots - @ - 12$	e Railway 234	23	231	23	224	23
guaranteed ubuque and Sioux City,* preferred	1,000,000		1		American machinery do. $-9 @ -12$	1 M. 7s, 1897			****		
and anapantood	1,988,170 330,308		7	971	NAILS-DUTY: Cut, 14; Wrought, Horse Shoe, 24	2 M. 7s, 1879 95 3 M. 7s, 1883 884		****	88	881	884
Dubuque Southwestern, pref	492,500		8		5 cents per lb. (Cash.)	4 M. 7s, 1880 84	O.A		****		****
dimira, Jefferson and Canandaigua,	F00 000	5	5		Cut, 4d.@10dper 100 lb 4 25 @ 4 374 Clinch	5 M. 7s, 1888 eat Western 2d mort	79	791	793	****	791
guaranteed	500,000 500,000		5		Horse Shoe, Forged (No. 10 to 6)per lb.— 23 @ —29 Har	nnibal & St. Joseph. 119	1161 .		1174		118
Cimira and Williamsport," preferred					Copper 36 Ø				116	116	1174
and guaranteed	500,000 8,536,910	7	777	80 46	TIN-DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.;			****			****
fannihal and St. Joseph, prelimer	5,253,836			117	Banca(gold).per lb. — — @ — 40	2 M. S. F		***	****	****	****
foreighter and Lancaster, guar	1,182,550 1,180,000	8	4	841	Straits(gold). $-37\frac{1}{4}$ @ -38 Illinglish(gold). $-35\frac{1}{4}$ @ $-35\frac{3}{4}$ Illinglish(gold).	3 M. 7s, 1875 nois Central	1404		****		****
Iousatonic, preferred Iuntingdon & Broad Top Mountain,					Plates-Fair to good brands Gold Currency	bonds	****			****	••••
preferred	1,500,000		34			ke Shore & Mich.S'th. 981 ke Shore Div. bonds	98	978	975	971	974
oliet and Northern Indiana," guar	300,000	8	8		Coke Terne 6 - @ 6 25 7 25 @ 7 75 Mar	rietta & Cin. 1st pref			19	****	
ackawanna and Bloomsburg, pret.	500,000	7			Charcoal Terne 7 50 @ 8 - 9 - @ 9 50	2d pref chigan Central125	124		****	****	1254
eeds and Farmington,* guar	2,646,100	7	7	****	PETROLEUM-DUTY: Crude, 20 cents; Refined 40 cents	S.F. 8s,1882					
ouisville, Cincinnati and Lexington			9		per gallon. Crude, 40 @ 48 gravity (in bulk)per gall. — — @ — 15 M. 8	CI INT Y 4 NE CT 78 CO.		****	****	****	••••
preferred	848,315 6,586,135			99	Crude, 40 @ 47 gravity (in shipping order) — 19 @ — 191	2 M					
a ga protected	4,051,744	6		81	Refined, prime L. S. to W. (110 @115 test) -26 @ $-$ Mar Refined, Standard White (in ship'g order). $-27\frac{1}{8}$ @ $-27\frac{1}{8}$	riposa Mining Co	10		****	16	****
Manchester and Lawrence* Michigan Southern, guaranteed	1,000,000 586,800	10	10	****	Refined, prime White (in shipping order). — 271 a — —	Tr. 10s ctfs			****		
Mill Creek and Mine Hill, guar	323,375	10	10		Refined, S. W. (in jobbing lots)	w. and St. Paul 664 pref 814	65§	65 8 80 8	65½ 80%	65h 80h	65% 81 k
Milwaukee and P. du Chien, 1st pref.	********	8 7	8	****	Nantha, Refined, (65 @ 73 gravity) 191@ - 91	1st mort 95	COP .				95
filwankee and St. Paul, preferred	9,744,268	7		811	Residuumper bbl. 4 — @ — — GLASS.—Derry: Cylinder or Window Polished Plate,			••••	****	••••	
Mine Hill and Schuylkill Haven,*	3,775,000	8	8	100	not over 10 by 15 inches, 24 cents per so, foot larger and	7 3-10g con. 95	****	****	****		****
Mount Carbon & Pt. Carbon, guar.	282,250	12	12		not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that,	ssouri 6s 945 H. & St. J. iss. 94	934	941	941	941	****
New Haven and Northampton* New York and Harlem, pref	1,344,000 1,500,000		8	144	and not exceeding 24 by 60 inches, 20 cents per sq. foot; all Mor	rris and Essex 934	93	94	94	94	94
Viacora Rr and Canandaigua," guar.	1,000,000	6	6		above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15	1st mort101		****	100	101	****
North Eastern (S. C.,) preferred Ogdensburg and L. Champlain, pref.	155,000		8	1071	inches square, 15; over that, and not over 16 by 24, 2; New	w York Central	****	****	100	****	****
Thio and Mississippi, pref	3,500,000	7	7	724	over that, and not over 24 by 30, 24; all over that, 3 cents	7s, S.F. 1876		****	****	••••	****
Paterson and Hudson,* guar Paterson and Ramapo,* guar	630,000 248,000		8		per lb. American Window.	78, conv. '76 68, S.F. 1883 924	****	924	****	****	924
Peoria and Bureau Valley, guar	1,200,000		6	****	(Single Thick.) (Old List.)	6s, S.F. 1887	****	****			****
Dhiladalphia and Tria	5,996,700 1,551,800	•••	10		Sizes. A. B. C. D.	Y. Cen. & Hud. Riv. 1014 certificates. 961	951	100% 95%	100%	100å 96%	100 954
Philadelphia and Reading, pref Philadelphia and Trenton,* † guar Pittsfield and North Adams,* guar	1,099,120		10		6 by 8 to 7 by 9	York and Harlem144	245		144	144	****
Pittsfield and North Adams,* guar	450,000 202,400		6		8 by 10 to 10 by 15 8 25 7 50 7 00 6 50	pref		****	1014	****	****
Portl. & Kennebec (Yarmouth) guar. Portland, Sago & Portsmouth, " guar.	1,500,000		6		11 by 14 to 12 by 18	Carolina 6s	****	49	49	****	494
Portsmouth and Concord	350,000	7	7		18 by 22 to 18 by 30	io and Miss 39	25‡ 38‡	394	39	251 381	25 40 a
Richmond, Fredericksb. & Potomac,	142,900	7	7		20 by 30 to 24 by 30	pref	WO.			••••	****
Rochester and Genesco Valley*	557,560		7		25 by 36 to 30 by 44	cific Mail S. S. Co 39	414	43	438	434	431
Rutland, preferred St. Louis, Alton and T. H., pref	2,040,000	7	7	72 63a	32 by 50 to 32 by 56	nama142	****		140	141	143
Sandusky and Cincinnau, prei	440,090	6	6	36	Above	ila. and Reading105%	105 95	951	105% 95%	107	107
schuylkill Valley, guar	576,050 869,450		5		(The above subject to a discount of 55@60 per cent.)	ts., Ft. W. & Chi. gtd. 951		not	500	951	951
Schuylkili Valley, guar. Shamokin Valley & Pottsville, guar. Fol., Peoria & Warsaw (W. D.) pref. (E. D.) pref.	1,300,000	7		****	French Window-1st, 2d, 3d and 4th qualities.	2 M	****	****	••••	****	
" (E. D.) pref.	1,700,000		7	73	(Single Thick.) (New List, Aug. 20th.) 6 by 8 to 8 by 10(4 qlts.)per 50 feet.10 — @ 7 75	icksilver Mining Co		****	****	****	****
Proy and Greenbush,* guar	274,000	7	7	10	8 by 11 to 10 by 18(4 qlts.)	L., Alton & T. H	****	****			****
Vermont and Canada, guar	2,500,000 1,408,300		8 7		11 by 14 to 12 by 18(4 qlts.)	pref		****	****	****	****
Warren,* guar White Mountains,* guar	200,000	5	5	****	14 by 16 to 16 by 24(4 qlts.)	2 M. pref				****	****
Wrightsv., York & Gettysburg,* pref	317,050		1 0		20 by 28 to 24 by 30(4 qlts.)	nnessee 6s 61		****	611	****	****
CANAL STOOKS:	1370	1	1		26 by 34 to 26 by 40(8 qlts.)	new 57	564	567	561	571	57
Delaware Division, guar	1,633,350		8		28 by 38 to 28 by 44(3 qlts.)	l., Wab. & Western 56	56	55	55	55	55
Morris, preferred Schuylkill Navigation, pref	1,175,000	7 6	10	378	28 by 46 to 30 by 48(3 qlts.)23 — @17 — 30 by 50 to 32 by 52(3 qlts.)24 50 @18 —	pref		****	****	****	****
Union, preferred	2,000,00				32 by 54 to 34 by 56(3 gits)	2 M		****		••••	
Salliphy at 1				1	34 by 58 to 34 by 60(3 qlts.)	ion Pacific 1st mort	86	****	****	861	****
MISCRLLANBOUS STOCKS: Oumberland Coal, pref Mariposa Mining, pref		. 6		321	(Subject to a discount of \$5@65 per cent.)	rginia 6s, ex-coupon	70			69	
		al m		1 40	English sells at 40@50 per cent. off the above rates.	now		****	****	****	****

New York Sto	_		-		
Actual Sale Prices for	r the	week er	nding.	June 1	
Th.	26. F.:	7.Bat.28	.M.30.	Tu.31.	W.I
FEDERAL STOCKS :					
U. S. 5s, 1871, reg			****	****	
U. S. 5s, 1871, coup		****		****	****
U. S. 58, 1874, reg					****
U. S. 5s, 1874, coup					
U. S. 5s, 10-40s, coup	108			1081	1081
U. S. 5s, 10-40s, reg	108			108	108
U. S. 6s, 1881, reg117i	117				1142
17 C 6 1001 1001		2201		1174	1178
U. S. 6s, 1881, coup	****				
U. S. 68, '81, O.W.L. y	****		****	****	****
U. S. 6s, 1881, 1 y	****	****	****	****	****
U. S. 6s, 5-20s. reg. '62.1113			1118	****	****
U. S. 6s, 5-20s, c. 1862.1117	1111	1128	112	1128	112
U. S. 6s, 5-20s, reg. '64	****			****	
U. S. 6s, 5-20s, c. 1864.111		1111		111%	
U. S. 6s, 5-20s, reg. '65	111				****
U. S. 68, 5-208, c. 1865.1111	111			1114	
U. S. 68, 5-208, r. n. '65.113	112				
U. S. 6s, 5-20s, c. n. '65.113	113		1137	113	113
U. S. 6s, 5-20s, reg. '67	114				****
	114		114	114	114
U. S. 6s, 5-20s, c. 1867.113					
U. S. 6s, 5-20s, reg. '68.114			****	****	***
U. S. 6s, 5-20s, c. 68	114	114		****	114
U. S. 6s, Pac.R.R.issue	***	. 113	****	1124	113
Philadelphia S	tock	Exel	hans	re.	

Phil	lade	lphia	Stock	Exchang	ge.
A. tual	Sale	Deires	for the	meek ending	Man 31

Actual Sale Prices for	the w	reek en	ding I	May 31	
W.2	5.Th.2				
Catawissa					
preferred 361	37	375	374	384	38
Camuen and Amboy119	1198	1198	1194		119
6s, 1870			****	****	****
68, 1875		• • • •	****	****	****
68, 1883	****	****	****	****	****
68, 1889	****	92	04	****	****
mort. 6s, '89 94	****	94	94	••••	94
Elmira & Williamsport	****	****	****	****	****
pref	****	***7	••••	****	****
Lehigh Navigation 337	332	34	34	341	348
68, 1884	884	09	871	87	86
Gold L 941	93		94	****	93
R. R. L			917		****
Lehigh Valley R. R	573	578	58	581	584
6s new coup	****	****			****
6s new reg	100		****		
Little Schuylkill R.R					43
78	****	****		****	****
Minehill	****	****	63∰	54	54
Morris Canal	****	****	••••	****	****
pref	****	****	****	****	****
North Pennsylvania	****	****	****	****	••••
68, 1880 94	****	****		****	95
78 882	88	89	894	90	901
10s, 1887	008	019	094	90	201
Northern Central 43			424		44
Pennsylvania R. R 564	564	57	568	572	574
1st M101			****	****	
2d M	****	****	974		98
Penn. State, 6s, 1st series	100	****		105	105
6s, 2d series	108	108	****	****	108
6s, 3d series.110	****	****	****	****	109
Philadelphia City 6s 1028	1011	ioii	****		1011
Philadelphia City, 6s102	101	1014	103	1097	101
Philad., Germ. & Nor	102%	1027	103	1025	102%
Phila. & Reading 52	524	521	526	53	534
78, 1893	024	024	028	00	991
Philadelphia and Erie 30	30	****	297	30	30%
68 904			91		91
78 924		****	924	924	92
Schuylkill Navigation	****			84	
pref	175	18	18	18	187
6s, 1882 58	62	****	72	72	74
68, 1876			****	****	****
68, 1872	****	• • • •	*** *	****	84
Susq. Canal	****	451	40	****	****
Union Canal prof	****	454	46	****	****
Union Canal, pref	****	****		****	****
6s, 1878 Hestonville, (Horse)	****	****	131	14	15
Hestonville, (Horse) Chestnut & Wal	441	****	194		
Green & Coates				****	
2d and 3d streets	****	****	****	45	45
Spruce and Pine		****	****	40	40
13th and 15th sts			****	****	23
	8				

Baltimore Stock Exchange.

Actual Sale Prices for	the	week e	nding	May 31	1.
W.2	5.Th	26.F.27	.Sat.2	8.M.30.	Tu.
Baltimore City 6s, 1875				****	8
1886			****	951	
1890 95			954	****	5
1884			****	****	
			141	****	14
bonds, 1875	****	****	****	****	
1880	****		****		
1885. 944	****		941		
Marietta & Cin. 1st M 94	93		93		
2d M 73	75		741		
Northern Central 43	43	431	****	48	
bonds, 1885	92		93	92	
1900	****	874	****	****	
N. W. Va. 1st mort	****	****	****	****	**
2d mort	****	****	96		
3d mort	***	****		****	
City Passenger R R	***	****	****	****	**

Boston	Stock	Exchan	ge.

Actual Sale Prices fe	or the r	veek er	iding.	June 1.	
Th.	26. F.27	.Sat.28	.M.30.	Tu.31.	W.1
Boston and Albany 1504	1504	1504	1504		1504
Boston and Lowell		****	****		135
Boston and Maine150	****		150		150
Boston and Providence	****	144	****	****	144
Boston, Hartford & Erie 54		34	44	4	41
7s, new 351		31	32	317	32
Cheshire, pref			911		91
Concord			****	****	
Connecticut River			****		
Eastern	126	123	123		122
Fitchburg		****		****	
Manchester & Lawr'ce					
Michigan Central122	124#	124		124	124
Northern, N. H			115	115	115
Ogdens. & Lake Champ 89	89		881	882	89
pref			108	108	107
Old Colony & Newport	100	1001	100	****	100
Ph., Wil. & Baltimore		551	****		56
Portl'd, Saco & Ports		222		112	****
Union Pacific			427		44
" 6s 84	834	841		848	84
" Land Grant 7s 76		****		76%	76
" Income 10s 87		873		87	87
Vermont & Canada102		0.4	1624	0.8	
Vermont & Mass 64			1024	642	64
South Boston (Horse)			****	oat	***
(1 k-11		1014	101		***
35 4 114			TOL	****	69
	-	73	****		
Central Mining Co				****	***
		****	****	****	5
Copper Falls			****	****	-
Franklin				****	***
Huron			****	****	***
Isle Royale			****	****	***
National			****	****	***
Pewabic			****	****	
Pittsburg			****	****	***
Quincy			****	****	***
		-			
	-	-			

London Stock Exchange

	Closing	Prices,-
	May 20.	May 13.
Atl. & Gt. West. N. Y. sec. 7 per c		
1st mort., 1880	. 63 - 68	60 - 65
Do. do., 2d mort., 1881	. 60 - 65	55 - 60
Do. Penn., 1st mort., 1877	. 63 - 68	60 - 65
Do. do., 2d mort., 1882	. 60 - 65	50 - 60
Do. Consol. 7 per cent. mort. 1890.	28 - 29	$28\frac{1}{2}$ - $29\frac{1}{2}$
Detroit and Milwaukee 1st mort. 7s.	70 - 75	70 - 75
Do. 2d mort. 8 p. c		70 - 75
Erie shares 100 dol. all paid	18 - 184	187 - 185
Do. sterig. 6 p. c. convertible bond	ls 64 - 68	64 68
Do. 3d mort. 7 p. c. 1883	70 - 75	70 - 75
Illinois Central, 6 per cent., 1875		
Do. Redemption mort. bonds 6 p.	c. 99 —101	99 -101
Do. 7 per cent., 1875	88 - 92	85 - 90
Do. 100 dol. shares, all paid		1114-1124
Marietta and Cin. R. R. bonds 7 p. c.	82 - 84	82 - 84
New York Central, 100 dols. shares		
Panama General mort. 7s, 1897		102 - 104
Penn. R. R. bonds, 2d mort. 6 per ct	98 - 100	96 - 98
Do. General mort. 6 p. c. 1910	93 - 94	924- 934
Do. \$50 shares	46 - 43	46 - 48
Philadelphia and Erie 1st mort. 188	1.93 - 95	90 - 93
Do. with option to be paid in Phil	a 03 - 05	90 - 93

American Railroad Journal.

Saturday, June 4, 1870.

Stock Exchange and Money Market.

The ease in Money has been even more manifest through the past week, under very liberal offerings on both bank and private account to the leading borrowers, whose wants have been much less urgent, particularly in the speculative line. Call loans have been quoted at from 3@5; and choice to good mercantile credits at from 51/28 per cent. per annum. The city banks, while reporting a loss of 13% millions of specie, show a further gain of over 21/2 millions of legal tender notes, and nearly 11/2 millions of deposits. They have added a little to their circulation, but their loan and discount average has fallen off nearly three-fourths of a million. The deposits now amount to over 228 millions, against 2013/ millions on the 9th of April. The specie average is now 323/4 millions against 253/8 millions four weeks earlier. The legal tender reserve has been augmented to 61% millions against 47% millions count item stands 2791/2 millions against 269 millions at the close of April, The U. S. Sub 309,463 on May 14, 1870. The aggregate re

Treasury, last week, added over 21/2 millions to its currency reserve, while reporting a loss of about % of a million of its coin balances. The office closed the month of May with a coin reserve of \$76,100,120, and a currency balance of \$6,741,516.

The specie reserve of the city banks according to the latest return is \$32,728,035, against \$17,-871,230 same time last year. The city bank deposits are now \$228,039,345, against \$203,-055,660 week ending May 29, 1869. The legal tender reserve amounts to \$61,618,676, against \$57,810,373 same time last year. The circulation now stands at \$33,249,818, against \$23,920,865 same time last year. The loans are now \$279,-550,743, against \$274,935,461 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about \$96,104.-000 a day, against a daily average of \$104,279,720 the preceding week, and \$109,843,490 the week ending with May 14, 1870. The current week's exchanges average about 84 millions a day. The city banks, last week, reported a loss of \$1,388,-900 of specie, with a gain of \$1,486,419 of deposits, and \$2,595,370 of legal tender notes. They reduced their loans, \$710,334; and increased their circulation, \$58,170.

The city bank exchanges on Wednesday were about 721/2 millions.

National Bank notes to the amount of \$313,610 were issued last week by the Treasury Depart. ment, making the total issue to 1,692 banks thus far, amount to \$324,532,386, against \$282,-555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$25,057,544, leaving, with the existing 1,614 banks, (having an aggregate capital of \$427,004,247,) an actual circulation at this date, of \$299,474,842. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,299,. 750; and for the public deposits, \$16,284,000making a total of \$358,583,750. The Treasury Department last week redeemed and destroyed \$726,763 of worn and mutilated fractional currency, and issued \$156,745 of new.

The U. S. Sub-Treasury receipts, week ending with May 28, were \$3,218,644 in coin, (including \$2,703,000 from customs duties,) and \$5,284,574 in currency; payments, \$4,096,789 in coin, (including \$1,904,780 of coin interest,) and \$2,693,532 in currency; balance at the close of the week, \$82 .-937,046 (including \$75,765,588, of coin, and \$5,-971,497 of currency,) against \$82,937,839 at the close of the preceding week, showing a decrease of only \$793. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, \$114,034 in coin, (including \$107,500 from customs,) and \$886,512 in currency; payments, \$250,053 in coin, (including \$239,848 of coin interest,) and \$335,059 in currency. On Tuesday, receipts, \$840,289 in coin (including \$716,581 from customs), and \$525,-760 in currency; payments, \$369,737 in coin (including \$364,757 of coin interest) and \$307,198 of currency. The balance at the close of business on Tuesday stood at \$84,520,121, (including \$6,in the second week in April. The loan and dis- 741,516 of currency, and \$76,100,120 of coin,) against \$82,990,329 a week previous; and \$82,-

ceipts of the office in May were \$63,496,243, raged \$428,482 a day; thus far, this week, it and the new Chesapeake and Ohio First Mortgage including \$11,985,468 from customs; aggregate has averaged \$426,500 a day, or equal to a payments, \$67,207,341 including \$16,919,624 of weekly aggregate of \$2,559,000. The arrivals of coin interest; balance at the close of the month, specie from Europe, Havana and other foreign \$84,520,151, against \$88,231,250 at the close of March.

The U. S. Sub-Treasurer issued in May \$5,-409,500 of coin certificates.

The U. S. Sub Treasurer retired, last week, \$2,-366,895 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on in 1868-'69.

Thursday morning was \$86,475,738.

Government revenues yielded more liberally, during the past week. The excises, during the week yielded \$5,245,613; customs at the port of New York, \$2,570,895 and at the outports about \$850,000 (in coin) more, making the grand total income for the week equal to about \$9,179,590 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been \$158,318,618. The receipts of Internal Revenue in May were \$21,122,219 13; for the corresponding month in 1869, \$20,642,280 or a gain in favor of May, 1870, of \$479,939 13. The aggregate receipts for the fiscal year ending June 30, 1870, are now estimated at \$178,000,000.

Gold ranged through the week from 1141/8@ 1151%, and closed on Wednesday at 1145%. The speculation has been gaining strength, in view of the enlarged exports of specie, which amounted, last week, to over two millions from this port The customs demand has been up to a fair average. The week's shipments of specie consisted chiefly of Gold Bars withdrawn from the Treasury, and Gold Certificates and May coupons surrendered by the Bankers who owned the bars in exchange. Nearly two millions May coupons and registered May interest were paid during the week. There remain in the Treasury about \$2,-150,000 Gold Bars, to be withdrawn this week or by the 7th of June. After these are shipped, the ceding fiscal year. Bankers will have to employ American Gold Coin for shipment, should the state of the Foreign Exchange require it, which they will probably do, for some six weeks or two months, to a moderate amount. On Tuesday, the U. S. Sub Treasurer announced that five millions of Government Gold would be sold in June as follows: on Wednesday, June 1, \$1,000,000; Wednesday, June 8, \$1,000, 000; Wednesday, June 15, \$1,000,000; Wednesday, June 22, \$1,000,000; Wednesday, June 29, \$1,000,000. And that eight millions of Five Twenties would be bought in, as follows: on Thursday, June 2, \$2,000,000; Thursday, June 9, \$1,000,000; Thursday, June 16, \$2,000,000; Thursday, June 23, \$1,000,000; Thursday, June 30, \$2,000,000. On Wednesday, the million of Government gold was marketed at from 114 29@ 114 38. The bids reached an aggregate of \$3,-885,000. The Russia for Liverpool carried out \$212,000 in specie. According to the public debt statement of June 1st, the coin balance in the Treasury Department on Wednesday was \$106, 789,732; and the currency reserve, \$14,243,817.

The coin balance of the Treasury Department on Monday was \$107,549,360, including \$36,208, 000 on private deposit; currency balance, \$13,

The coin balance of the U.S. Sub-Treasury on Thursday morning was \$76,644,987.

The customs demand for Gold last week, ave-

ports, during the week were \$25,613; and since Jan. 1, 1870, \$6,942,245, against \$8,657,506 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been \$123,497,360 against \$115,461,058,

The customs revenue of the port on Wednesday was \$612,000.

The customs revenue at the port of San Francisco, from Jan. 1 to May! 13th, was \$2,811,175, against \$2,713,946 same time last year.

The exports of specie, from this port, last week were \$2,046,059 against \$921,519 same week last year; total, since July 1, 1869, \$28,909,536, against \$35,052,449 same time preceding fiscal year. Government disbursed last week through the U.S. Sub-Treasury here, on account of the coin interest on the public debt \$1,904,780, and since July 1, 1869, \$84,172,490, against \$84,777,231 in 1868

The specie exports from San Francisco, from Jan. 1 to May 13, were \$14,232,729, against \$14, 594,380 same time last year.

The actual coin interest payments of the Sub Treasury on Wednesday were \$118,853.

Foreign Exchange has been in more demand bills on London closed on Wednesday at 1093/4 @110, and on Paris to 5.183/265.133/4; sight bills on London to 1103/8@1103/4, and on Paris to 5.131/4 @5.1114. The offerings of produce bills have been fair, since our last. The week's exports of domestic produce have been to the currency value of \$3,483,804, making the total since July 1, 1869, \$183,049,925, against \$151,460,148 same time pre-

Government securities have held their own well as to price, through the week, on a moderate offering of bonds, and a fair average investment call for them. The reports of the further considerable reduction of the debt, since the 1st of May and the announcement of the contemplated purchase on Treasury account of eight millions of Five Twenties in June, together with the increasing yield of the customs and excises, tended to stimulate the demand toward the close. On Thursday, Government bought in two millions of Five Twenties at about equal to the ruling market prices. The Public Debt statement of June 1, shows a further liquidation in May of \$14,301,962.

The coin balance in the U.S. Sub Treasury at Boston, May 28th, was \$2,760,603.

U. S. sixes of 1881 closed here at 117 1/2 @1173/4; U. S. Five-twenties of 1862, 1121/4@1121/2; U. 8. Five-twenties of 1864 at 1113/8@1115/8; U.S. Five-twenties of 1865 at 1111/2@1115%; U.S. Fivetwenties of 1865 consolidated, 1137/8@114; U.S. Five-twenties of 1867, 11414@11434; U. S. Five-twenties of 1868, 114@11414; U. S. Tenforties at 10814@10816; U. S. Six per cent. currency bonds, 113@11316.

State bonds have been in fair request at the ruling prices.

Railway bonds have been in demand and rather buoyant in price. Central Pacific Sixes closed at 931/4@931/2. Union Pacific Sixes at 867/4@87;

Thirty year Bonds at 90 per cent, and accrued interest in currency.

Railway and miscellaneous share property has been fairly active, closing with more steadiness as to price,

At Frankfort on Wednesday U. S. Five Twenties closed at 951/2, and Central Pacific Sixes, at 773/4.

The latest quotations at the London Stock Exchange compare as follows with former returns;

State Charles and the American	May 18.	May 25.	May 26
Consols	9416	943/8	*931/2
U.S. 5-20's of 1862		89	893/8
U. S. 5-20s, 1865	881%	8814	885/8
-" 1867	90 5%	903/	90%
" 10-40s	86	86	8614
Erie	181/2	1816	1834
Ill. Gentral	1121/2	11013	110
At. and Gt. West	281/2	28	29

* Ex dividend.

General business has been moderately active, but prices have been variable. Middling upland cotton closed heavily on Wednesday at 221/2 cts. per lb. The stock of cotton now here is given at about 50,-000 bales. The receipts at the port this week, have averaged about 2,000 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,712,150 bales, against 1,979,850 bales in 1868-'9; exports, same time 1,950,525 bales, against 1,351,075 bales same time in 1868-'9; stock on hand at latest dates, 287,150 bales, against 150,100 bales same date and quoted stronger. Bankers' prime sixty day 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 6,535 pkgs., against 10,066 pkgs., same time in 1869. From Boston, 1,502 pkgs. in 1870, against 3,890 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in liberal supply and moderate demand at from 13@171/2c. per lb.; week's receipts, 6,246. Milch cows have been quiet, at \$40@\$100 each, receipts, 70. Veal calves have been in less request at from 5@91/2c. per lb.; receipts, 4,446. Sheep quiet, at from 5@81/2c.; lambs at 11@15c. per lb.; receipts, 13,566. Swine dull at 9c@91/2c. per lb., all live weight; receipts, 21,605.

There has been a fair movement in foreign goods at generally uniform prices. Sugars show an advance. Straits Tin is also much higher. The week's imports of foreign dry goods were to the specie value of \$1,114,793; and of foreign merchandise, \$2,501,710, making a total of \$3,616,503, against \$6,072,985, same week last year.

Ocean freights have been fairly active, and quoted firmer. For Liverpool we quote flour at 1s. 3d.@1s. 6d. by sail, and 1s. 6d. by steamer, per bbl.; grain at 41/2 @43/4 d. by sail, and 43/4 @5d. by steamer, per bushel; cotton at ½d.@36d. by sail and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@25s. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 438.

The balance in the Sub-Treasury on Wednesday was \$86,475,737 51.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending May 24, and since the beginning of the year:

For the week Previously reported		1870. \$3,483,804 68,460,545
Since Jan 1	271 594 177	971 944 949

since the beginning of the year, have been as

1870. \$1,114,793 Dry goods\$1,230,236 Gen. merchandise 4,842,749 Total for the week..... \$6,072,985 Previously reported....128,832,789 \$3,616,503 119,763,079

Since January 1..... \$134,905,774 \$123,379,582

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns :-

New York .- Toledo, Wabash and Western consol. bonds, 81; Ohio and Mississippi consol. bonds, 90; N. Y. Central sub. bonds, 90; St. Louis and Iron Mt. 1st mort. 89; Chicago and Gt. Eastern 1886, 74; Vermont and Massachusetts R. R. 6s Income bonds, 45; Albany and Susq. 2d mort., 94; North Missouri 1st mort., 887/8; St. Louis, Jacksonville and Chicago 1st mort , 921/2; Chicago and North Western Interest bonds, 92; Quincy and Toledo 1st mort., 831/4; Toledo, Peoria and Warsaw 1st mort., W. D., 80; New Jersey R. R., 120; Long Island R. R., 62; New York and New Haven R. R., 155; do., Scrip, 150; Chicago and 10114; Missour; 6s, 1874, 94; Massachusetts 5s, Alton Scrip, 1101/2; South Carolina 6s, new, April and Oct., 80%; do. Jan. and July, 821/8; Lonisiana 6s, new, 731/2; do., 6s, Levee bonds, 753/4; Alabama 8, 10216; do. 5s, 78; Georgia 7s, 95; do. 6s, 88; Brooklyn 6, W. L., 953/4; do. Park Loan, 94; Western Union Telegraph, 32; Brunswick City Land, 81/2; Atlantic Mail S. S. Co., 31; Pennsylvania Coal, 225; Consol. Coal Co. of Md., 26; Cumberland Coal and Iron, 42; Adams Exp. Co., 635; U. S. Exp., 451/4; Wells-Fargo Exp., 16; Am. Mer. Union Exp., 435%; Black Hawk gold, 0.28; Consol. Gregory gold, 1.60; Central gold, 0.21; Grass Valley gold, 1.60; La Crosse gold 0.12; Smith and Parmalee gold, 1.05.

Philadelphia.-Warren and Franklin 1st mort. 7s. 86: Oil Creek and Allegheny River R. R. 467/8; do. bonds, 831/4; Camden and Burlington County bonds, 90; Philadelphia and Reading debt. bonds, 831/2; Lehigh Nav. Conv. Loan, 81; West Jersey R. R., 63; do. 6s, 921/2; Lebigh Valley old bonds, 100; Junction R. R. bonds, 89; Big Mountain Coal, 7; N. Y. and Middle, 5 Maple Shade oil, 1/4; Ocean oil, 3/4; Corn Planter oil, 11/4; McElhenny oil, 1/4. The latest quotations are: City 6s, 98@-; do., free of tax, 100@10014; State 5s, coupon, 1021/2@-; do., 6s, W. L., 104@104; do. 1st series, 105@1051/4; do., 2d series, 1073/4@108; do., 3d series, 1091/2 @110; Reading, 53% \$58%; do., 7s, 1893, 105@ -; do., mort. 6s, 1880, 94@-; Camden and Amboy, 1191/20120; do., mort. 6s, 1889, 941/40 95; do., 1883, 921/2@93; do., 1889, 91@92; Penn. R. R., 575/8@573/4; do., 1st mort., 102@104; do., 2d mort., 98@981/2; Little Schuylkill R. R., 43@ 44; Morris Canal, 25@30; do., pref., 68@70; do., 6s, 82@85; do., scrip 7s, 67@70; Susquehanna Canal, 6@10; do., 6s, 45@47; Schuylkill Nav., 8 @9½; do., pref., 18¾@19; do. 6s, 1882, 74@75; Elmira and Williamsport pref., 40@-; do., 7s. 1873, 94@95; do., 5s, 59@60; Lehigh Coal and Navigation, 341/4@341/2; do., 6s, 1884, 861/2@871/2; do., R. R. Loan, 913/4@92; do. Gold Loan, 981/4@ 93½; North Pennsylvania, 41 542; do. 5s, 95¼@ 93½; North Pennsylvania, 41 542; 60. 5s, 95¼@
—; do., 7s, 905%@90¾; do., Chattle 10s, 108@—; fense Loan, 1883, 103¾@103½; City Passenger Philadelphia and Erie, 30¼@30½; do., 6s, 91@
2; Minehill, 54¼@54¾; Catawissa, 14½@17; Atlantic Coal, 2.00@2.00; Bare Hill, 0.26@0.27. -; do., 7s, 90\%@90\%; do., Chattle 10s, 108@-; Philadelphia and Erie, 301/4@301/2; do., 6s, 91@

The imports for the week ending May 21, and do. pref., 38%@335%; Lehigh Valley, 58@58; do. 6s, 98@100; do., 6s, reg., 95@-; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 45@ -; Thirteenth and Fifteenth, 221/2@23; Spruce \$1,114,793 and Pine, 2314@25; Green and Coates, 381/239; 2,501,710 Chestnut and Walnut, 441/2@45; Hestonville, 141/4 @14%; Union, 41@-

Boston,-Vermont Central and Vermont and Canada 8s, 1875, 1021/2; Vermont Central 1st mort., 863/4; do., 2d mort., 433/4; Boston and Lowell 6s, 1879, 98; Stanstead, Shefford and Chambly 7s, 81; Keokuk and St. Paul 8s, 1879, 991/4; Connecticut and Passumpsic Rivers pref., 90¼; do., 6s, 1876, 93¼; do., 7s, 1876, 99; Cedar Rapids and Missouri 7s, 1916, 871/2; South Shore R. R. 6s, 89; Lynn and Boston Horse R. R. 6s, 921/4; Summit Branch, 41; do., 6s, 1876, 861/4; Cincinnati, Sandusky and Cleveland, 287/8; do., pref., 361/2; Norwich and Worcester R. R., 106 Rutland pref., 72, do., 7s, 1880, 78; Indianapolis and Cincinnati R. R., 151/2; Boston Water Power Co., 171/4; Cary Imp., 63/4; Rhode Island 6s, 1894, 995/8; Maine 6s, 1883@1889, 981/2; do., 1871 1894, endorsed, 981/6; do, 5s, 1883, 98; Boston 6s, currency, 101; do. 5s, 1878, gold, 99; do. 1885, gold, 98; Hartford 6s, 1879 98%; Bath 6s, 1891 901/4; do., 1870, 102; Cook Co., Ills., 7s, 1880, 991/4; Portland 6s, 1887, 951/4; do., 1877, 963/4; do., 1887, R. R. Loan, 8934; Chicago 7s, River Imp., 99½; do., sewerage, 99¾; do., municipal, 99; Charlestown 5s,1874, 91¾; Covington 7 3-10s, 100; St. Louis County 7s, 98; Hancock Mining Co., 1.

Baltimore.-Maryland Defense Loan, 1033%; Virginia 6s, old, reg., 543/8; Pittsburg and Connellsville bonds, 921/2; Orange and Alexandria 4th mort., 75; do., 2d mort., 79; Virginia and Tennessee 2d mort., 741/4; Western Maryland bonds guar. by Washington Co., 843/4; do., 2d mort. pref., 66; Richmond and Danville bonds, 761/2 Orange, Alex. and Manassas bonds, 793/8; Wilmington and Weldon bonds, 93; Bare Hill Mining Co., 0.27; George's Creek Coal, 631/2. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 921/2@925/2; Baltimore and Ohio, 1391/2 @141; do., 6s, 1875, 96@97; do., 1880, 95@96; do., 1885, 943/6943/4; Northern Central 433/6@ 44; do., 6s, 1885, 92@921/2; do., 1900, 87@871/4; do., 6s, 1900, gold, 96@98; Parkersburg Branch, 231/2@241/4; N. W. Va. 1st mort., 95@95; do., 2d mort., 95@96; do., 3d mort. 1885, 90@95; Marietta and Cincinneti 7s, 1892, 931/4@931/2; do., 2d mort., 741/2@75; Central Ohio, 231/2@25; do., 1st mort., 82@85; Western Md. 6s, 1890, 781/2@ 79½; do., guar., by Baltimore City, 92@92¼; do. 2d mort., guar., 85@88; do., 6s, pref., 65@66; do., 6s, guar., by Washington Co., 841/2@85; Richmond and Danville bonds, 761/2@77; Orange and Alexandria 1st mort., 6s, 79@791/2; do., 2d mort., 6s, 783/4@81; do, 3d mort., 8s, 83@85; do., 4th mort., 8s, 74@75; Orange, Alexandria and Manassas 7s, 79@79; Virginia and Tennessee 8s, 841/4 @841/2; do., 6s, 1st mort., 79@-; do., 6s, 2d mort., 783/4@741/8; Baltimore 6s, 1875 941/2@95; do., 1884, 94@95; do., 1886, 95%@9534; do., 1890, 95 @95½; do., 1893, 92@94; do., 5s, 1838-'70, 76@

Southern Pennsylvania Iron and R. R. Co. We offer for sale at 92, and accrued interest from March 1, -1870, \$300,000 First Mortgage Coupon Bonds of the Southern Pennsylvania Iron and Railroad Company-Interest 7 per cent., payable in gold, free from all taxes.

The Bonds are in denominations of \$1,000 and \$100; dated March 1st, 1870, and maturing in 30 years from date, payable in Gold. The interest is payable March and September at FIRST NA-TIONAL BANK, Philadelphia.

J. Edgar Thomson, Esq., TRUSTEES.

The capital stock of the Company is \$1,000,000, nearly all of which has been subscribed and paid for, and the entire bonded debt is \$625,000 of these first mortgage bonds, half of which have already been taken by one corporation. Persons desiring to make a safe and well-paying investment, are invited to examine the merits of these securities. Pamphlets furnished and full information given at the Banking House of GLENDIN-NING, DAVIS & AMORY, No. 17 Wall street, New York, and GLENDINNING, DAVIS & Co., 48 South Third street, Philadelphia, Penn.

The firm of Robinson, Cox & Co., Bankers and Brokers, doing business at No. 31 Wall-st., in the City of New York, having been dissolved by the death of Alanson Robinson, a member of said firm, the same business will be hereafter carried on by Kenyon Cox & Co., composed of Kenyon Cox and Horace Manuel, late members of said firm of Robinson, Cox & Co., and Wm. H. Hutchinson, late Cashier of said firm, as general partners, and Daniel Drew of the City of New York special partner, who has contributed three hundred thousand dollars as such special partner to the capital of said partnership.

KENYON COX. HORACE MANUEL. WM. H. HUTCHINSON. DANIEL DREW.

Special Partner.

The undersigned offer for sale the FIRST MORTGAGE EIGHT PER CENT. GOLD BONDS of the ST. JOSEPH AND DENVER CITY R. R. CO. Interest payable February and August. Price 971/2 and accrued Interest in Currency. Pamphlets, with Map, &c., furnished on applica-

> W. P. CONVERSE & CO., Commercial Agents, No. 54 Pine-st. TANNER & CO., Fiscal Agents, No. 49 Wall-st.

The attention of Railroad Companies and Car Spring Manufacturers, is called to the advertisement of Messrs. Trent & Bidwell, who have an English Patent for sale, covering several valuable Steel Railway Springs some of which are in successful use in this country. They have also Rights in foreign countries.

We have been requested to state that the proposals just received by the Northern Pacific Railroad Company are so numerous and varied that they cannot be properly canvassed and the result declared this week.

Mr. Sistare, No. 24 Nassau st., offers New York 7s, about 20 years to run, in exchange for U. S. Government 6s, charging no commission to the purchasers.

Journal of Railroad Law

RAILROAD COMPANIES-RULE OF DAMAGES FOR IN JURIES TO FELLOW SERVANT OF COMPANY.

The facts in the late case of Rohback vs. The Pacific Railroad, (43 Mo., 187,) are fully and clearly stated in the following opinion by

WAGNER, J .- This was an action brought by the plaintiff to recover damages for injuries received by being disabled by a train on defendant's track. The plaintiff was at work, as a servant or employee of the road, at a place near the foot of Jefferson street, in the City of Jefferson, where the railroad track crosses a traveled public road and street. It is alleged that the engineer and conductor of a train of cars belonging to the defendant, without ringing the locomotive bell or sounding the whistle or in any manner giving notice, carelessly and negligently ran or backed said locomotive and train of cars up to said cross ing, and on and over said plaintiff who was at the time at work, with his face from the train and, in consequence of such failure to ring the bell, did not observe its approach in time to The evidence seems to sustain the allegations, and, assuming them to be true, the question is whether the action is maintainable.

Upon a trial in the Circuit Court the plaintiff had judgment, which was reversed in the District Court on appeal. The case has been argued in this court for the plaintiff upon two grounds: First, that the action was authorized at common law. Second, that the statute regulating railroad companies expressly warrents it.

As to the first ground, it may be said that the prior decisions of this court are in direct opposition to it. In McDermott vs. Pacific Railroad Company (30 Mo. 115,) the point was sharply presented, and it was held that a servant who was injured by the negligence or misconduct of his fellow servant can maintain no action against the master for such injury, unless the servant by whose negligence the injury is occasioned, is not possessed of ordinary skill and capacity in the business intrusted to him, and the employment of such incompetent servant is attributable to the want of ordinary care on the part of the master. This rule of exemption was first established by Ld, Ch. Baron Abinger, in the Court of Exchequer, in Priestly vs. Fowler (3 Mees and W. 1,) decided in 1837. The English authorities are universal and harmonious in its support. Shortly after the case of Priestly vs. Fowler, the point was decided in the same way in Murray vs. The South Carolina Railway Company (1 McMullen, 385); and in 1842 the question came up in the Supreme Court of Massachusetts, in Farrell vs. The Boston and Worcester Railroad corporation (4 Met. 49,) and the doctrine was reasserted and enforced by the late Chief Justice Shaw, in one of the ablest and most powerful opinions ever delivered from the bench. This latter case has ever since been regarded as the leading decision on the subject.

The weight of American authority is overwhelmingly and decisively on the same side. There are a few cases which have held otherwise but they are exceptional. In a late case in the Court of Appeals in Kentucky, the rule was denied and damages were awarded against a corporation. In Ohio, formerly, the principle was re- pany to a penalty for omission of duty in ringpudiated, or, to speak more correctly, greatly ing the bell; but, lest that might be deemed ex-

have seen from that State, involving the identical the suit of any person injured. There is a strong tion, it was held that where one of the track men of the trains, an action would not lie. (Whalen vs. M. R. & S. E. R. R. 8 Ohio St. 249.)

Where the question res nova I should hesitate long before I would give to the rule an unqualified approbation. In many cases it produces the grossest injustice, and grants an immunity or exemption which shocks the moral feelings. But in view of the law being settled for many years in this State, and the great weight, respectability, and I might add, the uniformity of the authorities in the same way, I consider we are bound to yield an assent, or at least acquiesce in the doctrine, however reluctant we may be to adopt it. The next question to be determined is, can the action be sustained by reason of any statutory provision? The case of Schultz vs. Pacific Railroad (36 Mo. 18) is not an authority here. That case was brought, by the widow of a deceased husband, under the second section of the act for the better security of life and property. (R. C. 1855, p. 647; Gen. Stat. 1865, ch. 147, § 2.) There the statute gives the action in plain and unmistakable terms, and abrogates and modifies the common law. If the present be sustainable at all, it must derive its support from the thirtyeight section of the statute in relation to railroad companies. (Gen. Stat. 1865, Ch. 63.) That section makes it incumbent on all railroad companies to have a bell placed on each locomotive engine, to be rung at a distance of at least eighty rods from the place where the railroad shall cross any traveled public road or street, and be kept ringing until it shall have crossed such road or street. The last clause of the section declares: 'And said corporation shall also be liable for all damages which shall be sustained by any person by reason of such neglect."

The whole question is, whether servants or employees of the company are to be included within the designation "any person," according to the true sense and meaning of the act.

The section is a transcript of the New York statute, and it is there decided that the omission by a railroad company to give the signals required on the approach of a locomotive within eighty rods of a highway crossing is a breach of duty to the passengers whose safety it imperils; and to the wayfarer, whom it exposes to mutilation and death. (Ernest vs. The Hudson River R. R. Co., 85 N. Y. 9.)

After a somewhat careful examination, I have been unable to find any case where it was sought to bring a servant within its provision. It is obvious that the enactment of the law was intended primarily for the protection of the traveling public and passengers. At a public crossing or street, frequented by travelers and persons engaged in business, the danger of collision and accident is constant and recurring, without a signal warning them of the approach of the train.

Not only is danger to be apprehended to those who may happen to be on the track, but the lives of the passengers are also jeopardized. The law, in a previous part of the section, subjects the com-

point presented by the case now under considera- and peculiar reason why this precaution of giving a signal should be observed, as regards passengers was injured by the neglect of the fireman on one and the traveling public, but it is not apparent when it comes to be applied to the servants of the road. There is nothing to show that from their business and occupation they are in greater hazard at a public crossing than at a private crossing or anywhere else on the track. That the draftsman of the law used the "person" in the sense that it should apply to the classes above referred to, and without any intention of changing the common law construction, can scarcely be questioned. In this view of the law we are strengthened by the different phraseology used in the second section of the act relating to damages, and on which Schultz's case was based. That section provides that "Whenever any person shall die from any injury resulting from or occasioned by the negligence, unskilfulness or criminal intent of any officer, agent, servant, or employee, whilst running, conducting or managing any locomotive, car, or train of cars, etc., it shall be responsible to the representatives of the deceased, Both acts were passed by the same legislature. They show clearly that the law as it existed was understood by that body; that in one case a modification was intended to be made, and in the other not. If it had been intended that the thirty eighth section should change the law, so as to allow persons to sue who had been previously barred, words of similar import to those used in the damage act would have been employed. I am satisfied that this is a case of great hardship, but sympathy cannot be permitted to unsettle the law.

There was a question made in regard to a change of venue, but, from the disposition that will be made of the cause, it is unnecessary to notice it Judgment affirmed.

From the Pittsburg Commercial, May 26. Miller's Platforms, Buffers and Couplers,-Telescoping of Cars Prevented.

From a gentleman who was there to see we have the following description of what might, under ordinary circumstances, have brought mourning to many homes. The travelling public will appreciate the narrow escape of those on the train, and the foresight of the officers of the Valley road in providing cars with the best means of preventing the slaughters now so common on the railroads of the country. Our informant says:

The day express train of the Allegheny Valley road, which left Oil City yesterday (Tuesday) morning, met with a threatening accident at a point about four miles this side of Franklin station. The officers of the train knew that there had been a heavy land slide at this point, and that a gang of workmen were employed there to clear the track. Soon after leaving Franklin the engineer met the gang of workmen with shovels "at shoulder" walking toward Franklin. Thereupon assuming that the work of removing the obstructions from the track was completed, the engineer, being behind time, gave his engine full steam, and soon the train was running so rapidly that the passengers remarked it, and experienced railroad men among them called it "forty miles The point first above mentioned, and per hour." at which the accident occurred, is situated on a short bend of the road where it could not be seen by the engineer at a distance of over two hundred and fifty feet. At this point, where but a few moments before the track had been perfectly cleared, and for which the gang of laborers had but just departed, and been met as already stated. ualified; but in the most recent case that we clusive, it also makes it responsible in damages at another, and a very heavy slide of earth, immense rocks and large trees, occurred, burying the track to the depth of about ten feet for a distance of nearly three rods. Into this bank of trees and rocks the engine plunged at the terrible speed mentioned. Now, reader think of the accident on the Western Pacific of California on the 14th of November last, in which the cars telescoped, killing Judge Baldwin and sixteen others, and maiming for life whole car loads of passengers; and of the recent accident on the Missouri Pacific, in which the car telescoped, killing nineteen and maiming twice as many more; and of the accident report ed in our issue of yesterday morning, at Seamen Place on the Pennsylvania railroad, on the 24th instant all running at slow speed compared with that of the Allegheny Valley Railroad, which we are describing, and you will be prepared to hear in this case a report of at least twenty or thirty killed and as many more wounded. But we have no bloody results to record. The accident is almost without interest to the reader, because of this fact. Not a child (there were many of them among the passengers in the well filled cars), woman or man, nor even an "employee" on that train was in the least injured; but still there is something interesting to you and to all in this case. It will be remembered by your readers that about six or eight weeks ago the Allegheny Valley Railroad Company took an excursion party over their road, returning next day, and that the train used by them on that occasion was made up of new cars just received from the shops of Messrs. Jackson & Sharp, of Wilmington, Delaware, and that you gave an extended notice of the strength, beauty and peculiarities of those cars, and that the most important of them was an improvement which entirely prevented "TELESCOPING" of cars, even in the severest collision. It was this same train and this peculiar improvement that saved the lives of all on that train! But think of it! The speed of the train is at its highest rate;—the impenetrable obstruction on the track is not seen until so near that no effort can be made to check the momentum of the train, and the advance of that train is stopped instantly-not in one hundred feet or fifty feet, but instantaneously. Could any severer test than this be given to these improve ments? Now what are these improvements? They are what are known among railroad men as "MILLER'S PLATFORMS, BUFFERS AND COUPLERS." I have noticed these improvements in use on railroads for nearly or quite five years; yet they are not universally used on our railroads. Why is this? Is not the saving of lives of passengers and of costly cars, in accidents, a matter of importance and of profit to railroad companies? It certainly is to the public.

Railroads in New Jersey.

Editor Railroad Journal:

Your issue of May 28th has an article with the above caption, making several incorrect statements, which please allow me to correct, by giving a list of the roads now building and in contemplation in the eastern and southern counties.

The New Jersey Southern R. R. Co., a corporation founded on the ruins of the old " Raritan and Delaware Bay," owns also the Long Branch and Sea Shore Railroad. They are extending the latter road northerly on Sandy Hook to a splendid harbor at the "Horse Shoe," where they are constructing wharves with over 20 feet water at low tide. This will be their main northern terminus, and having recently made a permanent contract with the Narragansett Steam Ship Co. (Jas. Fisk, Jr., President), the staunch and elegant sound steamers "Plymonth Rock" and "Empire State" will run between that point and New York. The favorite route for Philadelphia travel in summer will then be over this route, passing through Long Branch, Bricksburg and Manchester to Whitings Mills, which point is 65 miles from New Boston,

York, thence to Pemberton over a new branch which is now nearly completed, and thence through Mount Holly to Philadelphia over the Camden and Burlington county Railroad. This makes the whole distance to Philadelphia about 100 miles (somewhat longer than the Camden and Amboy), but very attractive, owing to the fact of its running through Long Branch.

The New Jersey Southern R. R. Co. are also putting their road in order south of Whitings to Atco on the Camden and Atlantic Railroad. At Atsion it will connect with the Vineland Railroad, now being pushed rapidly to completion.

At Toms River, which is reached by a spur of 7 miles from the main line at Manchester, the railroad fever is raging, and a branch line is about being started to run to Barnegat, 16 miles.

A road is also projected and the capital mostly raised for a road from Whitings, through Barnegat, to Tuckerton.

The Williamstown Railroad is also being built as a spur of 6 miles to the West Jersey Railroad at Glassboro.

A road is also earnestly talked of from Hightstown to Monmouth Junction on the Camden and Amboy Railroad, and not to Port Monmouth, as your article had it. Yours truly,

S.

The Connecticut River Bridge at Middletown.

The Directors of the New Haven, Middletown and Willimantic Railroad (Air Line) have requested Gen'l Serrell, Chief Engineer, to report upon the practicability of so raising the grade of their railroad through Middletown and Portland, as to use the top chord of the truss, for the railroad. The object of the proposed modification is to enable the New Haven, Middletown and Willimantic Railroad Company to take their track over the Connecticut Valley Railroad instead of crossing it at grade, and to make use of the lower chord of the Bridge for Highway purposes between Middletown and Portland, and to increase the depot facilities.

It is understood the modification is admissible and the Board of Engineers appointed under the Act of Congress, will assemble this week, to consider the change proposed. The West abutment, four of the foundations and four of the Caissons have been completed. The Iron Superstructure, now nearly done at Pittsburg, will have to be modified if the alteration of the plan is made.

It is proposed to finish the Bridge during the present season.

Northern (N. H.) Railroad.

At the recent annual meeting of the stockholders of this company, the following resolution, introduced by Mr. Joseph B. Walker of Concord, with appropriate remarks, was unanimously adopted:

"Resolved, That we approve of the action of the directors in making the contract of April 29, 1870 in behalf of this corporation with the Concord Railroad corporation, referred to in the annual report of the directors.

The old board of directors was manimously re-elected as follows:—Onslow Steams of Concord, John A. Burnham of Boston, George W. Nesmith of Franklin, Josiah Minot of Concord, Joseph W. Clark of Boston, and Otis Daniell of Boston.

Peteler Portable Railroad Co.

We invite attention to the Advertisement of this company in another column. Having purchased the entire control of the Peteler patents for the States of New York, New Jersey, the Dt. of Columbia, and all the southern and western states and territories, with few exceptions, they are now prepared to contract for excavating, grading and filling; for transporting merchandise and materials from one place to another; for leasing and seiling cars and tracks for any of the above purposes; and for the sale of state and territorial rights. With this portable railroad, work can be done cheaper and in a shorter time than without it. It can be constructed rapidly, with comparatively little expense. It is light, strong and durable; and so arranged that it can be operated without requiring particular skill, with little power and expense, and can be used everywhere and in all seasons. Pamphlets, giving a full description of the road, its cost, uses, and practical working in the construction of railroads, common roads, and for parks, cemeteries, promenades, mines, quarries, potteries, brickyards, etc., etc., together with numerous testimonials from reliable parties who have used it for the above purposes, will be sent free by mail on application to the company, No. 42 Broadway, N. Y.

Wharton's Safety Railroad Switch.—It Cannot be Misplaced.

It is by the mercy of Providence that twenty lives were not lost instead of two, by the accident near Leaman Place, on the Pennsylvania Railroad on Tuesday morning. Through the misplacing of a switch the Philadelphia Express, coming east, ran into an Emigrant train standing on another track. The brakesman killed (Thomas Swayne, of this city,) was at his post and faithfully doing his duty. Whether the switch was left misplaced by negligence or by design is not clear, but in either case the occurrence affords another illus. tration of the necessity of using the style of switch that cannot be misplaced by either negligence, stupidity or malice, but which, under all circumstances, keeps the main track unbroken. It has been demonstrated beyond all doubt that the WHARTON SAPETY SWITCH does this. It is approved by the most experienced railway mechan-We can imagine no reason why it is not generally adopted, unless it may be on account of some difference about expense-and that ought not to be weighed when the question is safety to human life .- Phila. Ledger, May 26.

The ordinance passed by the Baltimore City council to guarantee the bonds of the Lynchburg and Danville railroad to the amount of \$750, 000, was not ratified by a vote of the citizens of Baltimore.

During the month of April, 30,000 tons of iron ore, were shipped from the Iron Mountain and Pilot Knob to the Mississippi, and but for the scarcity of rolling stock the shipments could have been doubled.

The work on the first section of the Arkansas branch (contracted on the 4th inst.) is being rapidly pushed forward. It is expected the line will be completed, between Cape Girardeau and this road, early next month.

The Northern Pacific Railroad Bill has passed both houses of Congress, and received the signature of the President.

Schuylkill Navigation Co.

A notice has been published by this company calling a special meeting of its stockholders for the 20th of June, to consider the "proposition to lease the works, franchises, and property of the Schuylkill Navigation Company to the Philadelphia and Reading Railroad Company." The terms proposed are said to be as follows: the railroad company to assume the interest on the debt of the canal company, pay 3 per cent. per annum on the preferred stock and 11/2 per cent, on the common

The Union Railroad ordinance has passed both branches of the Baltimore City Council. On the completion of this road all the railroads leading to Baltimore will connect with tide water at Canton.

SISTARE,

No. 24 NASSAU STREET,

Offers New York Sevens [7], about 20 Years to Run,

In Exchange for U.S. Government 6s,

Thereby adding ten per cent. [10], to the principal of the 3ts3 party making such Exchange.

ST. LOUIS, ALTON AND TERRE HAUTE R. R. Co., No. 12 Wall st., N. Y., May 26, 1870.

THIS COMPANY INVITES BIDS UNTIL June 5th, at 12 o'clock noon, for \$150,000 of Ten Per Cent. Equipment Bonds of \$1,000 each, interest payable 1st of March and the 1st of September; the principal in ten years, secured by lien on the equipment purchased and to be pur-chased with the proceeds. Bids to be addressed to the President, No. 12 Wall st., (marked "Bids for Bonds,") where circulars may be obtained containing particulars, or will be forwarded on a particular of the containing particulars. application. The proceeds of these bonds are required to furnish ample equipment for the Belleville Branch, and the new road from Belleville to Duquoin, (56 miles,) which will be finished by October next, and which is to be equipped and operated under lease of this Company. C. BUTLER, President.

OFFICE CHIEF QUARTERMASTER) MILITARY DIVISION OF THE SOUTH, Louisville, Ky., May 23d, 1870.

WILL BE SOLD AT PUBLIC AUCTION. under the direction of Brevt. Lieut, Col. E. J. Strong, Asst. Quartermaster United States Army, at the Depot of the Mobile and Ohio Rail-road Company, at Mobile, Alabama, on the 8th day of June, 1870, the following Rolling Stock lately run on the Mississippi, Gainesville and Tuscaloosa Railroad, as follows

One (1) Locomotive and Tender.

Four (4) Box Cars.

Five (5) Flat Cars.

And a lot of miscellaneous tools, iron, and car wheels and axles.

At the same time and place-

One (1) Locomotive and Tender.

One (1) Flat Car,

now lying at Gainesville, Alabama. Terms-Cash in Government Funds.

By order of the Quartermaster General, J. C. McFERRAN, Brevt. Brig. Gen'l. Dept'y Q. M. Gen'l.

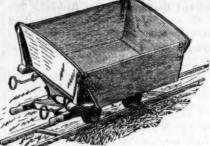
Chief Quartermaster Mil. Div'n of the South.

OFFICE OF TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY, No. 80 BROADWAY, NEW YORK, May 24, 1870.

THE COUPONS DUE 18T JUNE ON THE FIRST mortgage bonds of the Toledo, Peoria and Warsaw Rallway Company (Eastern Division) will be paid on and after that date at the office of the Farmers' Loan and Trust Company, No. 26 Exchange-place, less Government tax.

ZENO SECOR, President.

Peteler Portable Railroad Company. Contractors.



CHIEF ENGINEER AND GENERAL SUPT'S OFFICE, MOBILE AND MONTGOMERY RAILROAD, MONTGOMERY, ALA., April 22, 1870.

Notice to Bridge Builders and Kailroad Contractors

On the first day of June next, the Mobile and Montgo-mery Railroad Company will be prepared to let to contract all the work embraced in extension of their Road from the East side of Mobile Bay into the city of Mobile, a distance of about twenty wiles.

15. The above letting has been postponed, from Wednesday, June the 1st, to Wednesday June the 1sth. Proposals will be received up to 10 A. M. on that day. Complete specifications will be ready by the 1sth inst.

G. JORDAN,

Chief Engineer.

Montgomery, Ala., May 10, 1870.

Proposals for \$250,000 of Dock Bonds

OF THE CITY OF NEW YORK

SEALED PROPOSALS WILL BE RECEIVED at the Comptroller's Office until TUESDAY JUNE 7, 1870, at 2 o'clock P. M., when the same will be publicly opened, for the whole or any part of the sum of two hundred and fifty thousand dollars of "Dock Bonds of the City of New York, authorized by Sec. 42 of the Act Chap. 383, Laws of 1870, and by a resolution of the Commissioners of the Sinking Fund, passed May 13, 1870.

Said stock will bear interest at seven per cent per annum, payable on the first day of May and November in each year, and the principal will be edeemed on the first of November, 1901.

The preposals will state the amount of Bonds desired, and the price per one hundred dollars thereof; and the persons whose proposals are accepted will thereupon be required to deposit with the Chamberlain the sums awarded to them respectively, together with any premiums thereon

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the sums awarded to them bearing interest from the dates of payment.

Each proposal should be sealed and indorsed Proposals for Dock Bonds of the City of New York," and inclosed in a second envelope address ed to the Comptroller.

The right is reserved on the part of the Comp-troller to reject any or all of the bids if in his judgment the interests of the corporation require it.

RICHARD B. CONNOLLY, Comptroller. City of New York, Department of Finance Comptroller's Office, May 26, 1870.

ROPER CALORIC ENGINE CO. No. 46 Cortlandt st., N. Y.

New style Hot Air Engines. Send for Circular

For Excavating and Moving Materials of all kinds; Manufacturers of

Portable Cars, Tracks,

RAILROAD CONTRACTORS & RAILROAD COMPANIES.

OFFICE 42 BROADWAY, N.Y.

Illustrated Circulars sent free on Application.

TOOLS AND MACHINERY

FOR SALE. THE NOVELTY IRON WORKS, (foot of East Twelfth-st., New York)

East side of Mobile Bay into the cuty of East side of Mobile Bay into the cuty of East side of Mobile Bay into the cuty of East side of Mobile Bay into the cuty of East side of Mobile Bay into the cuty of East side of Mobile Bay into the cuty of East Strain Work;

2 Large Draw Bridges;
25,000 feet Pile Trestle Work;
20 miles Clearing, Cross Ties, and Track-laying.
After the fifteenth day of May, the Plans and Specifications will be ready for the inspection of parties desiring to offer proposals for this work.

G. JORDAN,
Chief Enginerry, Ala.

Chief Enginerry, Ala.

Monigomery, Ala.

Beam Engine, cylinder 60 inches by 10

feet stroke, suitable for a coasting or heavy towing steamer-Terms cash or good securities. SEND FOR CATA-

Glynn's Anti-Incrustator for Steam Boilers.

THE only reliable article for removing and prevent-ing incrustation. No foaming, and does not attack metals of boiler. Liberal terms to agents.

C. D. FREDRICK'S, 587 Broadway, N. Y.

STEEL STAMPS, NAME PUNCHES,

Letters & Figures, Brands for Burning, &c., For Railroads, Machinists, Engineers, &c. Work Warranted A. 1.
ROBERT ROGERS, Stamp Cutter,

26 Spruce Street, S. E. Corner William, New York. Orders by mail promptly answered.

RAILROAD IRON.

,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale

DANAS & LITCHFIELD, 18 William street. New York.

CHANGEABLE GAUGE FREIGHT CAR TRUCKS.

line of upwards of 200 Freight Cars, with Changeable Gauge Trucks, are in successful operation

BETWEEN BOSTON, CHICAGO AND

ST. LOUIS, Running over Different Gauges of Tracks.

These Trucks are adaptable

To any and all Gauges of Track.

The Lobdell Car Wheel, Tire and Machine Co., Wilmington, Del., have been appointed Sole Agents, South and South-West of New York, for the Manufacture and Sale of the above Patent Adjustable Gauge Cars, and are prepared to furnish Cars constructed under these Patents. Trucks complete, or Wheels and Axles only.

CHARLES BOCKUS & CO., 134 Washington St., Boston, Mass.



I. A. WILLIAMS'

UTICA

TICA, NEW YORK.

Established 1851

Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take fire or explode, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

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MANUFACTURERS OF

STEAM PACKING, &C. The Springs manufactured by this Company, and stamped with their trade mark, are fully warranted; and any proving defective will be replaced at their

own cost. Orders solicited, and samples forwarded on application. W. W. WARD, Sec'y.

J. J. BURGESS, Pres't.

Covering several valuable Steel

RAILWAY SPRINGS,

some of which are in successful use in this country. Also, Rights in other foreign countries. Apply to TRENT & BIDWELL,

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IMPORTANT TO OWNERS OF STEAM BOILERS.

SCALE IN STEAM BOILERS REMOVED WITH out loss of time or injury to the iron. Send for Circulars to

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GEO. W. LORD, 107 West Girard Ave. Philadelphia, Pa.

FOR SALE.

A STEAM EXCAVATOR, nearly new, combining all the latest improvements, manufactured by JOHN SOUTHER, South Boston, Mass. Has been in use only some six months. Will be sold cheap. It can be seen at Galesburg, Ill., and can be taken to any point by rall on the truck on which it stands, without taking down. For further particulars apply to

D. L. WELLS, Milwaukee, Wis.

J. MILTON HAGY,

Iron Commission Merchant

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TIMBER AND OTHER RAILROAD SUPPLIES 512 Walnut Street,

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COMMISSION MERCHANTS. 70 and 71 West St., New York,

Fall River Iron Works Company's NAILS, BANDS, HOOPS & RODS,

BORDEN MINING COMPANY'S CUMBERLAND COALS.

English Patent for Sale, Mckay Iron and Locomotive

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JERSEY CITY, N. J. Iron Bridges of all Classes. Office 119 BROADWAY, New York.

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104 & 106 JOHN ST., NEW YORK, Importers and De

AND STEEL

Oxford Iron Company, Oxford, OUT NAILS AND SPIKES, AND RAILROAD SPIKES. Agents "New Haven Car Company."

49 Walnut St., Cini., O.

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1 / 2 | 100 lbs. of the PROBA COMPANY'S COLORED PAINT (costing \$12.50) will paint as much as 250 lbs. of Lead, and wear longer. For particulars, address S. BOWEN, Secty, No. 150 North 4th St., Philada. or 75 Maiden Lane, N. Y.

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CLEVELAND STEAM GAUGE CO., HOLT'S PATENT STEAM GAUGES, ocomotive and Stationary Engines, Locomotive Spring Balances, Water Gauges and Test Pumps,

VOSE, DINSMORE & CO.,

National Spring Works,

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RAILWAY CAR SPRINGS.



The Original Standard Volute Buffer Spring. Patented.-All others are Infringements.



Small Rubber Centre Groupe Spiral.



Large Rubber Centre Spiral.

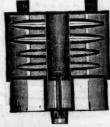


Compound Spiral.



Soid India Rubber. Double Volute





Incased Belleville Spring.

All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs
Manufactured by ourselves expressly for the purpose.

Manufactory, Manhattanville, N.Y.

PRATT'S PATENT COMPENSATING FISH-JOINT



VERREE & MITCHELL. IRON AND STEEL MANUFACTURERS, No. 939 North Delaware Avenue. Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENTE COMPENSE and the contraction of the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or clair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PREFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch. Refer to all C Leading Railroads in the Country.

RAILROAD



The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are rivited through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the strongest Lantern ever offered to the public. RAIL-ROAD MEN especially cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

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THROUGH LINE TO

California and FREIGHT AND PASSAGE GREATLY
REDUCED.
Through rates, New York to San Francisco:

First Class Steerage. \$60.

\$125 to \$170.

according to location of berth.

These rates include berths, board and all necessaries for

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon, ON 5TH AND 21ST OF EACH MONTH, except when those days fall on Sunday, then the day pre-

One hundred pounds baggage free to each agult. Medi-

One hundred pounds baggage free to each adult. Medicine and attendance free.

June 4, ALASKA, CAPT. GRAY, connecting with the CONSTITUTION CAPT. CAVARLY.

Steamer JAPAN, will leave San Francisco July 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. FRIDAY, June 2. Freight for Central American and South Pacific ports will be received until 4 P. M. TRUBAY, June 2, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.

ENVELOPES.

SAMUEL RAYNOR & CO., 115 & 117 William street. New York.

Manufacture every style of envelope, from the smallest drug size to the largest official; and any size; pattern, shape, or quality wanted for railroad companies, express and insurance companies, banks, bankers and brokers. All well made and gummed. Samples given when requested.

STAINED GLASS. SHARP.

GLASS STAINER, EMBOSSER AND ENAMELER

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Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Rallroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late Improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive PRICE LIST, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, \$18. In 18k Gold Cases, \$80. Ladies' Size, \$70. Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, free of Charge.

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Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person

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